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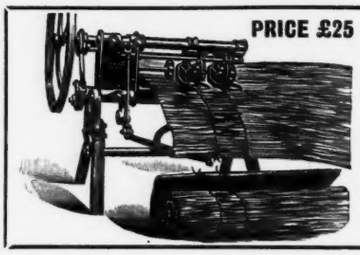
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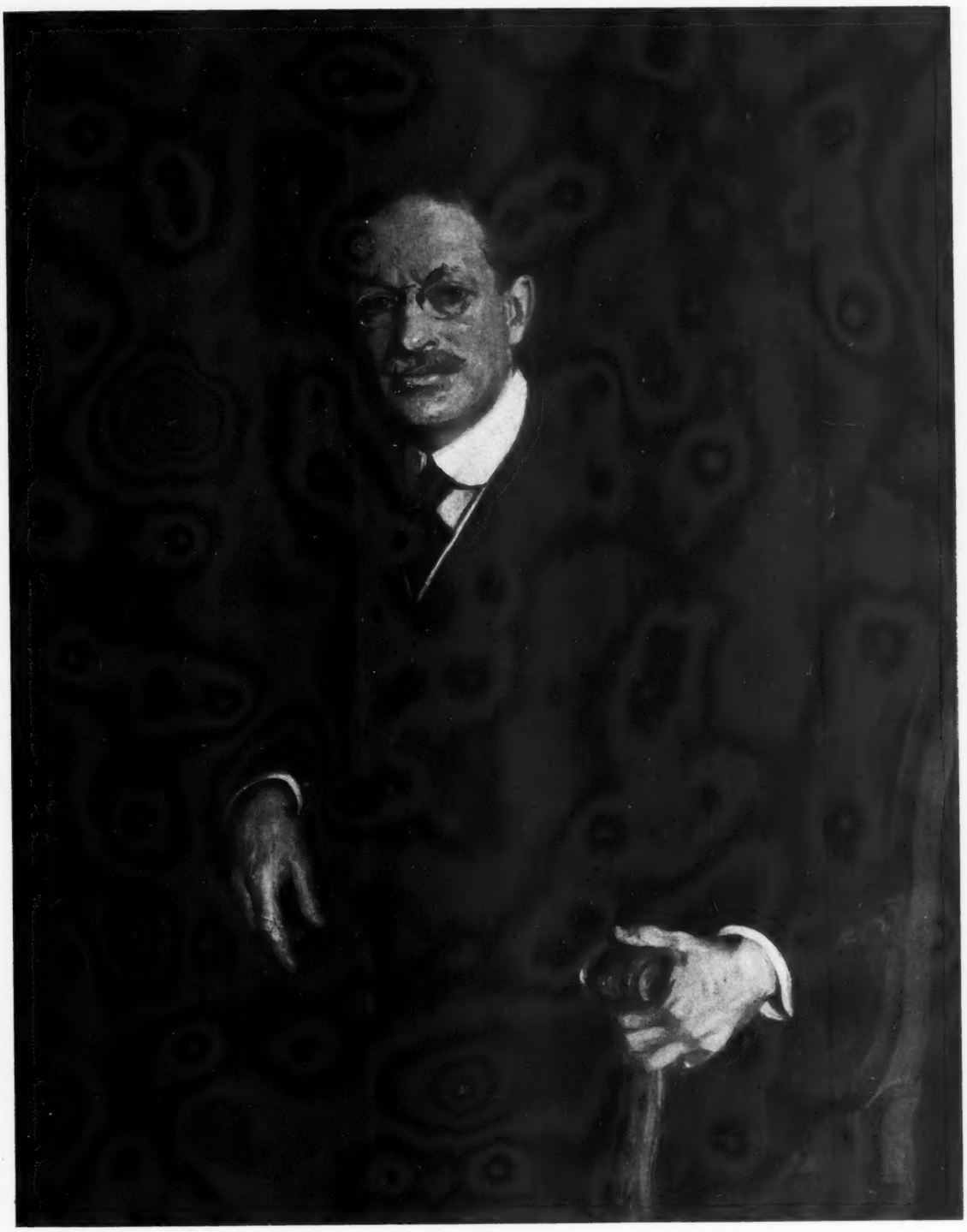
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Changing Occupations

IN present circumstances more people have to consider the advisability or otherwise of changing their occupations than have ever done so before. For that the war is responsible, as it is for so many things. Some occupations have gone out of fashion since it took place and others have come in. A number of soldiers who held posts before the war found there was no vacancy for them in their former occupation when they returned, and presently discovered that so many were the applicants for similar situations elsewhere that only a proportion of those qualified could secure employment. In this way many ex-soldiers were landed in a difficulty. There was no place for them at the old work and they had to choose between joining the ranks of the unemployed or discovering a capacity in themselves, the existence of which they had not previously suspected. No doubt, to some extent the war had helped them, because when on active service a soldier is required to put his hand to so many things that he becomes handy at several trades. That statement, however, requires qualification. A great deal depends upon the man himself. Some are born so shiftless that they cannot tackle work for which they have had no previous training. We have seen this occur most often in regard to the land. A considerable number of soldiers from the East End of London imbibed a great love of the open air when campaigning, and thought on their return that they would seek some rural pursuit such as market-gardening, fruit growing, poultry keeping, anything, in fact, that would take them out into the open. There is no other field of industry which responds more generously to the man who has an aptitude for it. He soon discovers that there is no mystery in growing food plants, in rearing chickens, in growing high class fruit for the market. On every subject there are instructive and cheap books available, and when a man is willing his experienced neighbour is usually very ready to give him advice and other assistance. He is a good subject and soon learns what is required.

Unfortunately, there is another kind of man, who does not get on so well. He may be likeable and very hard working and yet meet with constant failure. Husbandry is an art that will not respond to merely mechanical application, and the soil, docile in some things, is intractable in others. It is not every young man who understands the process of watering, for example. He does not appreciate the difference between soft and hard water, nor does he at once comprehend that the soil on which he throws the water may be very different from that of his next door neighbour, for instance. In all probability it has a mixture of clay in it and one finds that the shiftless gardener in a little while of watering in the hot weather has turned his clay into brick. It is not surprising that the plants do not grow, but it is very astonishing that in such circumstances they maintain life, even though it may be a dwindling and miserable life. Very likely some sort of result such as this followed the early efforts of the intelligent gardener; and by intelligent, we do not mean a commanding intellect, but only the energy to use what brain, large or small, nature has supplied. It certainly does not take much wit to find out that a plant does not do itself justice when forced to grow on very hard ground. A good gardener discovers that the secret of good growth is tilth and that he should not leave behind him a heavy splashing of water on the surface, but that the moisture should be covered with dust to act as a mulch that will prevent its too rapid escape by evaporation. He finds, too, that a porous surface, for example one made by casting on the land the ashes made by burning up weeds, roots and clay in one heap, is in itself a stimulant to growth, and it is also a great help to the manurial feeding of the plant. This is a very simple matter, but the unadaptable man may live for years where he has advice at his elbow and yet never learn it, what goes in at one ear coming out at the other. All callings are alike as far as the principle is concerned, but there must be will power and self-questioning in order that progress may be made. They are the elements that enable a man to change his occupation, often in a very abrupt manner. Also the possession of such a faculty makes him exempt from a great many troubles. In these days of scientific advance the feet are often knocked from under a man by the discovery of some kind of machine or apparatus that will do something better than the pair of hands hitherto employed in it. An intelligent individual is very quick to see that when that happens his game is ended. It will be necessary for him to change his occupation, because when the machine once comes into use and is proved to be a help to work man's hands are never again employed in it.

The introduction of machinery never has, in the history of the world, diminished labour. It helps to produce, but it also creates new demands. For example, the farmer who introduces mechanical power may apparently cause loss of work to a number of men. There is no real loss at all, because on every farm there are things annually left undone which ought to be done. When, in autumn, the stubble is ploughed as soon as the grain is carried and the seeds that are to stand all winter get into the ground months before they used to, the farmer does not pay off his men. He has been too conscious of the opportunity thus afforded of doing things that have wanted doing for ages. Hedges have got out of order and are crying aloud to be trimmed and shorn; drains have been left to themselves for years and in many cases have ceased to function altogether. Here is something to be done that will yield greater profits next year. Thus the man on the farm who acquits himself best in a changing situation is the one who is most valuable.

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COUNTRY NOTES



ON Wednesday the country had the great satisfaction of welcoming home the Prince of Wales. He has been a long time absent, but interest has never for one moment waned in regard to his personality and travel adventures. It is in every way probable that the tour will become historical. The surge of unrest that followed the upheaval caused by the war has made itself felt in the most distant countries. This was far from deterring the Prince. It is and always has been his way to look realities in the face. Hence he has visited lands where there is a considerable amount of discontent, as well as those which have remained quiet and loyal through all the disturbance. Nothing could be more educative. Like a great many of his own generation, the Prince of Wales has developed immensely during the long and trying period which has elapsed since the war was declared in 1914. It was always believed that he would win all hearts, but it becomes more and more evident that he is going to make an equally impressive appeal to all heads.

SUCH a luncheon party as that which Lord and Lady Burnham gave at Claridge's Hotel will do more than any statesmanship to bind together France and England. Lord Burnham, in his speech, described it as "a day of holy remembrance." The battle of Verdun, which Lord Cavan described in a few powerful words, ended in a victory of which both countries are equally proud; yet, as Lord Cavan said: "In nearly every other great battle of the war the credit was shared by allied troops in more or less equal degrees, but Verdun stands alone." It was a fight between France and Germany. It began on February 21st, 1916, and lasted for 131 days. The French lost about 300,000 and the Germans 500,000. It had been a calculation of the Kaiser and his military advisers that Verdun would be taken in eight days. What actually happened was that the Germans were kept in check for 131 days of incessant and fierce fighting, and then, seizing the offensive, the French "regained all that they had lost in two well conceived, perfectly timed, and finely executed counter-strokes." It is true that help was afforded by the British when they stormed their way through the fortresses and difficulties of the Somme Valley, but the help was indirect. Every Englishman yields ungrudgingly to France the glory of winning the battle of Verdun and in that way hastening the end of the war.

MR. HESKETH PRICHARD, whose death, after a long illness, took place on Sunday, was a great sportsman who turned the skill gained in his expeditions after big game to account in the war. He was a ready-made sniper when there were few to compare with the crack shots on the other side. Subsequently he organised a school of snipers and ultimately wrote a book explaining the mysteries of that essential art in modern warfare. It cost him his life. He devoted himself to it with the energy that he threw into most things and overdid it, with terribly sad results. His achievement in so many branches of sport argued the possession of a strong constitution. In search of big game he underwent danger and faced hardships that would have tested the vitality of a weaker man, but he always came back from each of them stronger than when he went away. At cricket he was untiring, and when out with his dogs and gun it seemed impossible for him to know what weariness meant. The war tried him in a very different way, however. He was eager to go out from the very start, but felt that he had incurred great responsibilities, and so he hesitated, but only for a little while. The sense of duty and the love of adventure proved too strong to admit of his keeping out of the Army. His memory will long endure alike in military, sporting and literary circles as one who could set himself to the accomplishment of whatever presented itself.

GENERAL BRUCE is proving an intrepid and enterprising leader of the Everest Expedition. If the weather holds, there is a good chance of the summit being reached by the climbers who started on June 3rd. Already a great feat has been achieved. Mr. George Finch and Captain Geoffrey Bruce have reached the height of 27,200ft. on Mount Everest. Mr. Mallory, Mr. Somervell and Major Norton on May 21st had climbed to within 400ft. of this, and it is calculated that they got within 1,802ft. of the summit of the mountain. Mr. Finch and Captain Bruce with one Gurkha camped for two nights at an altitude of 25,000ft. and had to use oxygen when doing the last of their climb. No doubt, climbers will know more about oxygen before the expedition returns. From the diary sent over by General Bruce it seems that on May 21st Mallory, Somervell and Major Norton reached 26,800ft. without using oxygen. General Bruce is well entitled to write as he does that the expedition has carried out the "most daring feat in high mountaineering yet recorded." It is also "one of the greatest feats in pure human endurance in any field of activity."

THE ROUND POND, KENSINGTON GARDENS.

What a place for wings and laughter,
What a place for light,
Scudding clouds and shining water,
Gulls in swirling flight!
Gliding yachts with billowing sails
Shadow-blue and white.
What a place for rippled water,
What a place of lilting laughter,
What a light of shining eyes!
What a flash of children's faces
Lifted to the bird-swept skies!

ANNE F. BROWN.

MR. SHORTT'S proposal to cut three weeks from the beginning and three weeks from the end of summer time appears to be one of those compromises which will please nobody. The farmer's grievance is that in the time of hay harvest and corn harvest the dew is so heavy in the early morning that he can scarcely find work for the men if they come at their usual time, but if an hour earlier they are useless altogether. By October this form of labour is done for the year and in March it has not begun. The grievance of the farmer is quite easy to understand, but how to remedy it is a problem that is almost insoluble. As regards trains, postages and all other contracts into which the element of time enters, there cannot be two policies for the country. It is not as though the farmer were isolated from the rest of the population. He has to send his milk, vegetables, corn, beef, or whatever he has to sell by the means of transport provided for the whole population, unless, indeed, he specialises and runs very choice produce to the market towns in his own motor conveyances. Then he is independent of the clock and the time table and can choose the time most suitable for his business. It would be better for him to reconcile himself to that than to go on knocking his head against a brick wall.

THE confidential letters of young men who subsequently achieved greatness, preserving the hot sigh of ambition and the momentary but recurring fear of failure, are ever a source of delight when they are published. Old men recall the ardour of their youth; young men find that others have been as self-centred and aspiring as they, and tortured by doubts as horrid. "Strange how my mind runs on this idea," wrote Stevenson to his cousin Bob in a series of letters now for the first time revealed—for sale at Christie's on July 11th: "Becoming great, becoming great, becoming great. A heart burned out with the lust of this world's approbation; a hideous disease to have, even though shielded, as it is in my case, with a certain imperturbable something—self-consciousness or common-sense, I cannot tell which—that would prevent me poisoning myself like Chatterton or drinking like Burns on the failure of my ambitious hopes." Then again: "What an egotistical brute I am! Self! self! self! . . . well, you must take me as you find me. I have no confidant, and solemnly, with the exception of my father, to whom such matters would be subject for scolding, no friend to whom I can speak. . . . My daily life is one long repression and my letters to you are the safety valve." Here is the driving power for achievement, only to be mentioned to one we love, and who also is young. Happy "Bob"—for whom these letters proved to be not the dreams of a disappointed soul, a memory to be burnt in pity, but omens, good omens!

THE moral possibilities of posters are shown by their immoral power, and foremost among the employers of posters of artistic worth is the "Underground" combine. A few weeks ago they exhibited a tempting poster announcing that the next Sunday was "Bluebell Sunday," with the result that thousands of plants were uprooted and thrown ruthlessly away by trippers, ignorant of both the damage and the nuisance they were committing. The same company, stirred by remorse, have therefore just issued a poster appeal for "help to preserve a beautiful England," consisting of a series of "Don'ts" for intending visitors to the countryside. This presumably means that wild flower Sundays will cease to be used to attract passengers; or, if advertised, that steps will be taken to preserve as well as to point out the attraction. Town dwellers, though they are disgustingly untidy—to the extent that Lord Farrer had publicly to complain of their litter on Box Hill after Whit Monday, although waste-paper baskets with touching appeals to tidiness are plentiful there—are not naturally vicious in their attitude to flowers; they merely know no better, and the writer remembers a meadow where wild daffodils tried to grow, but were invariably picked, until a notice was put up requesting that they might be suffered to remain, with the result that they have increased beyond belief all along that valley, now that they attain maturity and that prodigality of blossom that assures beauty.

FOR some time past the possibilities of orange growing in South Africa have been placed very fully before the public. Having found it necessary to find out the facts in order to answer a query sent us by an American correspondent, we applied to the High Commissioner for the Union of South Africa and in return received a letter and a pamphlet on the subject. The pamphlet is one of a series called "Farming Opportunities." The one before us is concerned with orange growing, but there are others relating to travel, mining, industries and so on already available or in course of preparation. The writing is very frank and sincere. It draws no fancy picture, but shows the difficulties as well as the possibilities of the new industry. From the High Commissioner we learn of the particular locality about which enquiry was made that the district is excellent for the cultivation of all kinds of citrus and other tropical and sub-tropical fruits. Citrus does very well in the light to heavy sandy loam, and there is a perennial stream of water. The climate is sub-tropical and not free from malaria, but the danger of contracting the disease can be very much reduced by taking the proper precautions.

CRICKET is a game with many ups and downs, and this year its eccentricities have been more surprising than usual. The most astonishing instances of this were, first, the breakdown of Middlesex, and then Yorkshire's breakdown in the second as well as the first innings against Notts. It is the more surprising because Yorkshire, Middlesex and Surrey are the favourites for the championship. If Surrey had bowlers as good as the batsmen it would stand a very good chance indeed, but the want of conspicuously good bowlers is the weakness of the county. Bowling, on the other hand, is the strength of Yorkshire. Rhodes is top of the bowling list for England, and that is just another way of saying that he remains at the top of his form after twenty years. Middlesex have a great chance of being champions this year for the fourth time despite the failure against Yorkshire. The team is well balanced and equally strong in bowling and batting. In weather such as we are having no team is likely to get through the season without meeting disaster in one form or another.

THE REFLECTION.

The shutter creaking on its hinge,
The sullen afternoon,
The yesterdays behind the door;
And mirrored in the waxed floor
A pair of scarlet shoon.

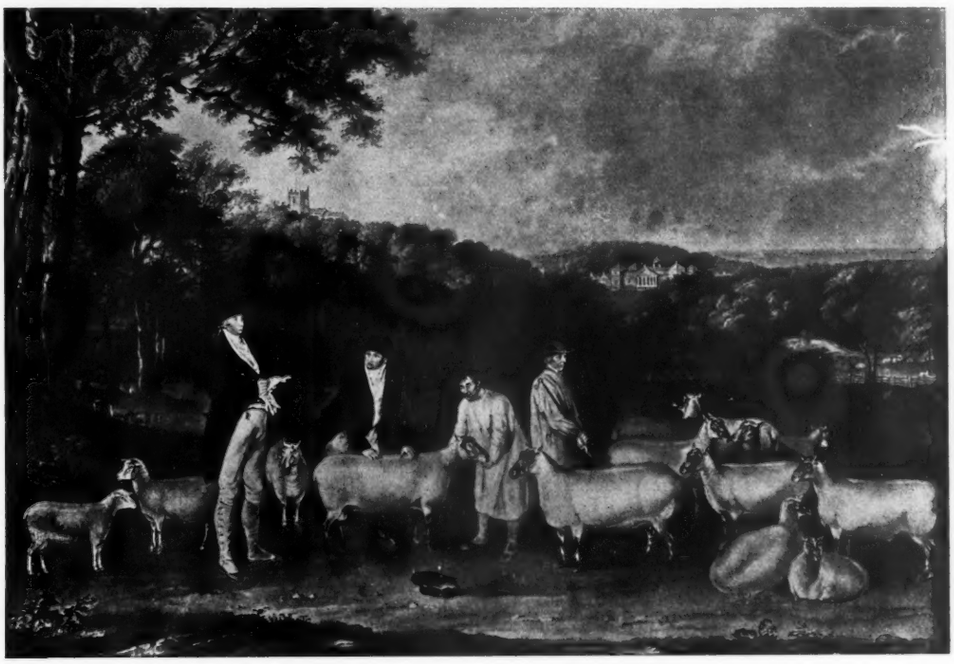
Their image drifts across the boards
Like leaves upon a mere.
The murmur of the street dies down
An instant: for the steepled town
Knows subtly who is here.

S. E. H. B.

HIS would be a dull imagination that was not stirred by the account given by Mr. Bagshawe, a member of the British Imperial Antarctic Expedition, of the week he spent in Andvord Bay by himself when his companion, Mr. Lester, with their leader, had gone on the first stage of his journey to Monte Video. "I was absolutely alone," says Mr. Bagshawe, "and I have never felt so miserable in all my life." His companions were only a few dogs and some thousands of penguins, while occasionally a huge sea-elephant would flounder ashore and stare at him. Like Robinson Crusoe, he might have exclaimed: "Oh solitude! where are the charms that sages have seen in thy face?" When his friends returned they must have felt like men of the primitive world cobbling up a little hut for themselves on the top of a boat out of such timber as they could find amid the jetsam and flotsam of the Antarctic Sea. They were deprived of what have come to be considered the ordinary necessaries of life. They had no windows in the hut, so that the only light came in through the doorway. They had a small stock of candles which had been reduced to twenty before relief arrived. They had to make substitutes for such domestic implements as forks, candlesticks, hand shovels, tables, seats, ladders, shelves and bookcases. Out of kerosene tins they made a useful Dutch oven for roasting seal and penguin flesh, while hand shovels and pokers were also made out of tins. It will be seen that their experience did not differ in essentials from that of Neolithic man, only he could never have had sardine tins out of which to make things.

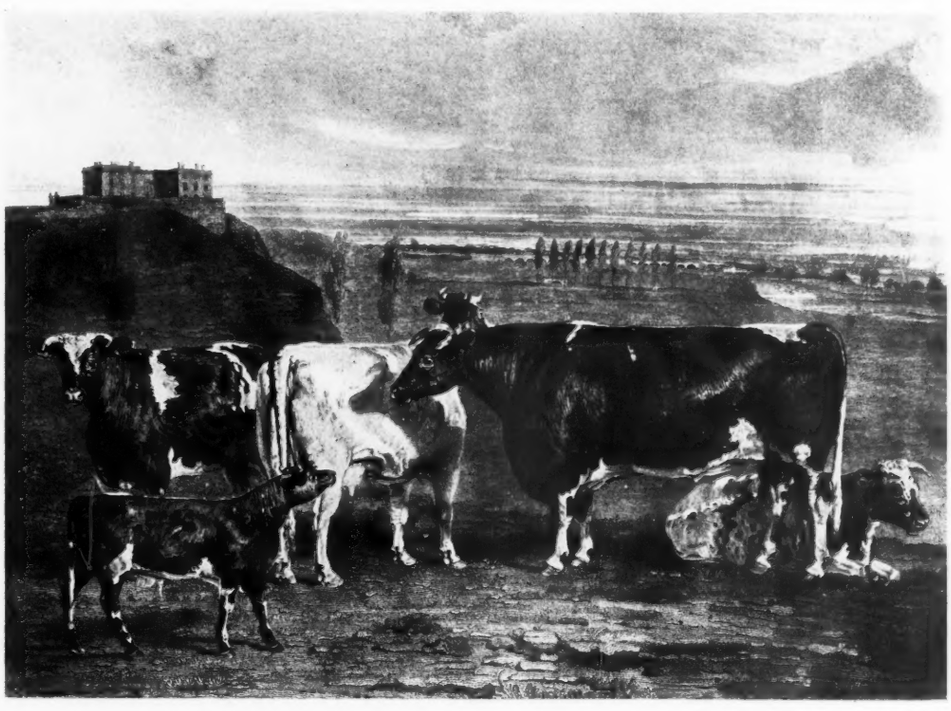
THE public will welcome the announcement made of a substantial decrease in the price of coal. In Central London there will be a drop of 9s. a ton on Best Coal, Silkstone and Derby Brights, and of 8s. on Bright House, Best Nuts, Best Kitchen and Best Cobbles. Anthracite Nuts remain stationary at 81s. a ton, while Hard Cobbles will be reduced by 7s., Kitchen Nuts by 6s. 6d. and Stove Coal by 3s. 6d. The reduction in coke has not yet been settled, but it is expected to fall by a few shillings. The rest of London will not benefit to the same extent because of the high railway rates. These railway rates are a heavy handicap to a revival of commercial activity and are to a large extent paralysing industries all over the country. It is a pity that the companies cannot think of some effectual method of reducing them.

ANCESTORS OF OUR PEDIGREE STOCK

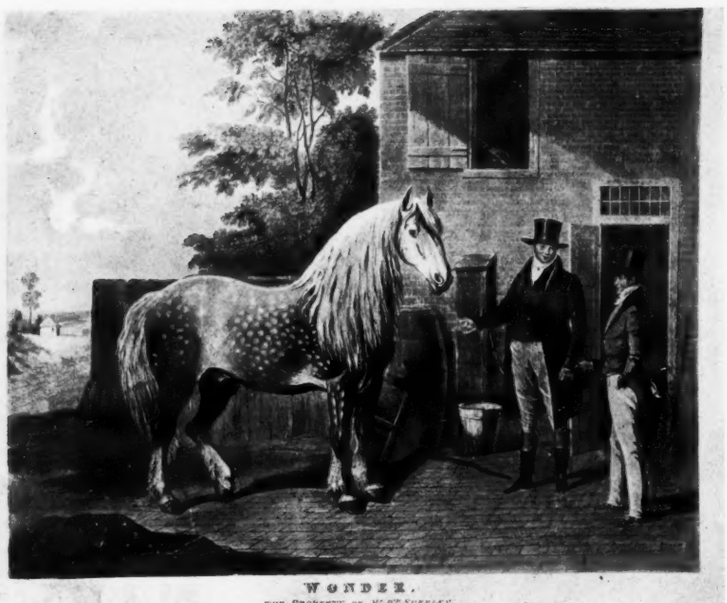


COKE OF HOLKHAM AND HIS SOUTHDOWNS.
Painted by Thomas Weaver, engraved by W. Ward, 1808.

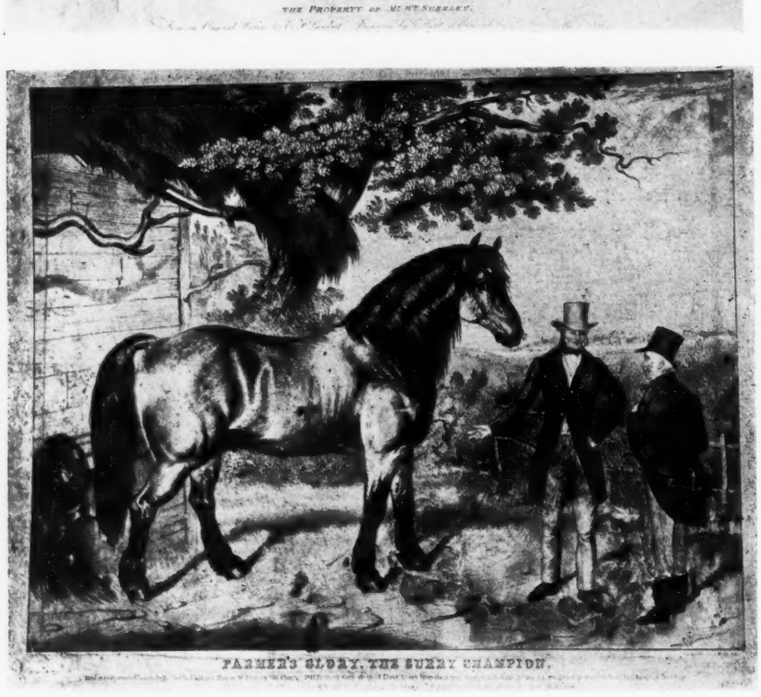
AT the Royal Show at Cambridge the entry of live animals is the largest recorded in connection with this or any other agricultural exhibition. It will give an extraordinarily comprehensive view of the variety and quality of British livestock. Those who struggle to master the contents of a catalogue which grows year by year, when they see the list of breeds which also keeps on increasing, will find it hard to realise that so many of them have come to take a regular place and possess a herd book within a comparatively short space of time. In view of this it cannot be without interest for us to show pictures of animals that were bred in England when the improvement of cattle was in its early and perhaps most enthusiastic stage. Interest in livestock has been greatly diffused of recent years, but we doubt if it could possibly be keener than it was during the early days of last century. In the eighteenth century the varieties of breed no doubt existed, but they were not differentiated. It was known that localities had breeds of cattle especially suited to their soil. Farmers were occupied in dealing with practical matters. A great difficulty was to maintain herds in life during the winter. It is hard in these days to realise how small were the resources for this purpose. Yet England was more fortunately placed than Scotland, where chance references found in books and diaries show that the animals were often so attenuated and weakened by their confinement and lack of good food in winter that they had practically to be carried out when the spring came. In the latter half of the eighteenth century cattle breeding began to take immense strides forward. The Shorthorn was then called the Durham breed and is sometimes spoken of in that way up to the present time. It was also called the Teesdale or Teeswater,



SHORTHORNS OWNED BY G. WILKINSON OF LENTON, NOTTS
Painted by Ben Marshall.



WONDER.
THE PROPERTY OF MR. W. SUERSBY.



FARMER'S GLORY, THE SURREY CHAMPION.



THE DURHAM OX.
TO THE RIGHT HONBLE. LORD SOMERVILLE.

from the river valley, a Dutch custom to the present day. As the eighteenth century advanced animals of considerable merit began to be evolved. Many of them were commemorated in coloured prints, copies of which have now assumed considerable value from the collector's standpoint. Their original purpose was that of advertisement. In a country where newspapers did not at all attain to their modern importance, other methods had to be adopted for obtaining publicity. The print was one of the most effective. It was usually from a painting by a good artist, dedicated to the landlord of the owner, and bore his coat of arms, or else those of some local landowner. Most of the pictures possessed artistic value and are signed by artists well known in their day. One of the best known and perhaps most widely circulated is that of the Durham Ox, published in 1802. This animal did much to bring the Shorthorn breed before the public. It was calved in 1796 and was by Colling's celebrated bull Favourite 252 out of a black and white cow bought at Durham Fair for £14. He was purchased for exhibition by Bulmer of Harmby in February, 1801, for £140, his live weight being 3,024lb. In Sinclair's "History of Shorthorn Cattle" it is stated that Bulmer had a carriage made for him, and after travelling for five weeks sold the van and the ox at Rotherham to John Day for £250. On July 8th of the same year Day refused £2,000 for the purchase, and travelled with the ox for six years through the principal parts of England and Scotland. In London £97 was taken in one day, but at Oxford, in February, 1807, the ox dislocated his hip bone and had to be killed. In those days the grazier was not so scientifically particular as to the economy and effectiveness of feeding. He did not calculate too nicely the cost, and purchasers of beef were not so fastidious in their beasts. Early maturity and tender beef were still in the future. When slaughtered the Durham Ox was ten years old and weighed 34cwt.

A very interesting print is that of Lord Spencer and his famous bull Wiseton. Lord Althorp, afterwards third Earl Spencer, had a herd of Shorthorns very notable in its day. The foundations of it were animals from the sale at Chilton and Barmpton. He also bought from Mr. Robert Colling, from Mr. Gibson of Stagshaw Bank, Northumberland (which county was then renowned for the vigour of its Shorthorns), and from the herd of Mr. Compton of Carham. Out of these and other equally wise selections the famous herd of Wiseton Shorthorns was formed. The picture is very characteristic of its period. Lord Spencer with his dog Bruce looks what he was—a very fine specimen of the landlord class of his time. His two stewards belong to the same type of countryman, and combine with the very noble bull, over whose neck the herdsman is peering, with the dog lying at his feet, to give an excellent impression of rustic life between 1830 and 1840.

"The White Heifer that travelled" belonged to R. Colling. It is another example of the animal that was fattened and then travelled up and down the country as an advertisement to the breed and the breeder. It is a curious print, showing an animal with many points that would be thought worthy of consideration to-day, and a herdsman cutting turnips in a fine smock that makes one regret that this garment has practically gone out of use.

A very fine picture is that of the bull Alexander and cattle owned by Mr. Wilkinson

of Lenton, Nottingham. It is painted by Ben Marshall, and the cattle are shown on Mr. Wilkinson's land, where the Midland Railway Station, Nottingham, now stands. Wilkinson's herd was made famous by the fact that Amos Cruickshank, the great Scotch breeder, appreciated the value of the Lenton blood, and it is through his purchases of these cattle that many famous Shorthorn families sprang. Amos Cruickshank of Sittyton, now so closely associated with his name, declared that the Lenton herd of Shorthorns, taken as a whole, were the finest he had ever seen. John Wilkinson, tenant of the farm at Lenton, died in 1860 at a good old age. It is related that in boyhood he went twice to see the great Durham Ox, paying a shilling each time, and that he was reprimanded by his father for his extravagance.

The picture of Coke of Norfolk and his Southdowns was published in 1808, and was painted by Thomas Weaver and engraved by W. Ward. It is a fine picture of the famous Norfolk agriculturist, his sheep and shepherds, with appropriate scenery.

Two early Shires are shown in Wonder and Farmer's Glory. The former is a beautiful aquatint, while the latter is a lithograph on stone. Both show very well the type of draught horse of the period, the ancestor of our modern Shire.

Rural England that had been half asleep for centuries began to stir before George Stephenson had sent the railway train to waken up its remote villages and farms. The names of the makers of the pedigree stock, which have no parallel out of Britain, of Bates, Booth and the Collings, are even to this day as familiar as household words. It was a sudden development Arthur Young, keenest, most patient of observers, found nothing remarkable about the cattle of Teesdale when he visited it in 1770. One can understand that from the history of the famous bull Hubback. In Darlington Market, about the same time in which Arthur Young was in the neighbourhood, Charles Colling was struck by the excellent veal sold by a certain butcher, and on enquiry found it came from calves begotten by a bull serving cows at a shilling each. His brother Robert and Mr. Waistell promptly bought the animal, which eventually passed into the hands of Mr. Hubback and lived to the age of fourteen, "fruitful to the last." What a different career would have been Hubback's if he had been a discovery of to-day!

Interest in pedigree stock is more widely diffused to-day, but one doubts if it can possibly be keener than it was then. You have but to look at the portraits of the men of the time to recognise how well they were qualified to found a new industry. In shape they were like their cattle, portly men, as though attentive to the maxim "Who drives fat oxen should himself be fat." Their cut-away coats and knee breeches give full value to this feature. Keen eyes and firm lips and a look of independence born of their yeoman ancestry absolve them from the charge of living to eat. They lived to carry out an important purpose.

Our illustrations of both horses and cattle are from the photographs of prints in the collection of Mr. G. H. Parsons.



COLLING'S "WHITE HEIFER THAT TRAVELLED," 1811.



LORD SPENCER AND THE FAMOUS BULL WISETON.
Aquatint by Richard Ansdell, A.R.A.



THE BLYTH COMET OX AND FAT SHEEP.
Painted by T. Weaver, engraved by W. Ward, 1818.

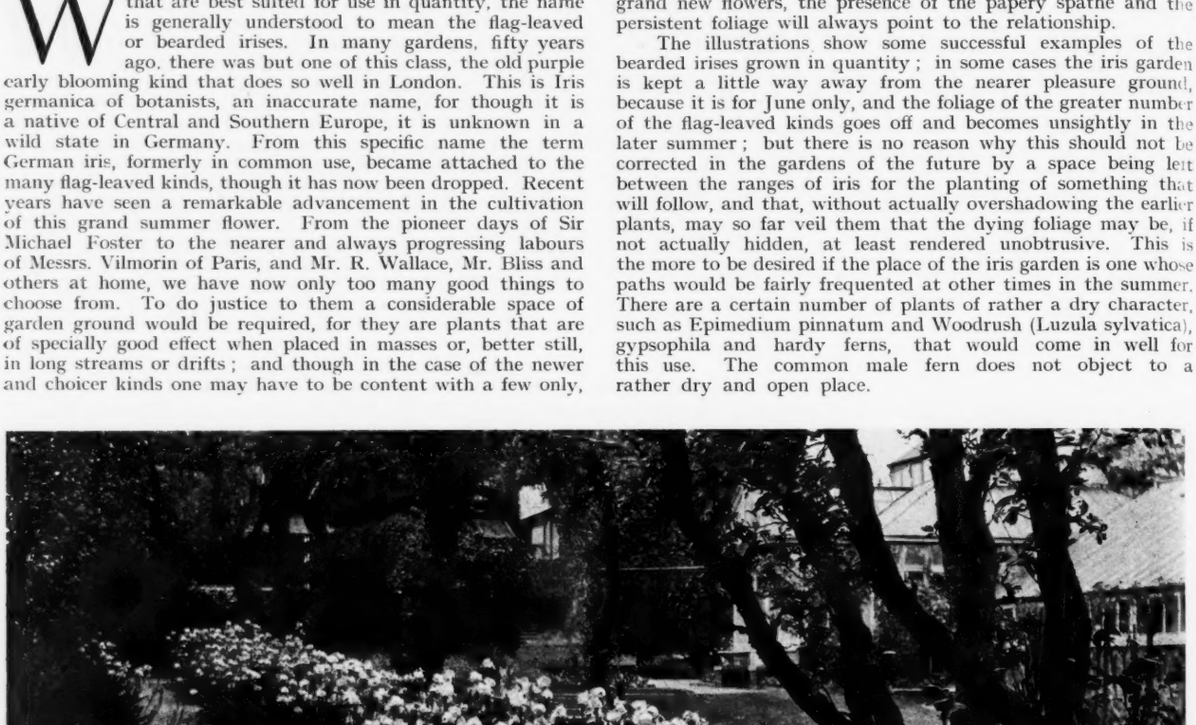
THE IRIS GARDEN

By Gertrude Jekyll.

WHEN we speak of irises, and especially of those that are best suited for use in quantity, the name is generally understood to mean the flag-leaved or bearded irises. In many gardens, fifty years ago, there was but one of this class, the old purple early blooming kind that does so well in London. This is Iris germanica of botanists, an inaccurate name, for though it is a native of Central and Southern Europe, it is unknown in a wild state in Germany. From this specific name the term German iris, formerly in common use, became attached to the many flag-leaved kinds, though it has now been dropped. Recent years have seen a remarkable advancement in the cultivation of this grand summer flower. From the pioneer days of Sir Michael Foster to the nearer and always progressing labours of Messrs. Vilmorin of Paris, and Mr. R. Wallace, Mr. Bliss and others at home, we have now only too many good things to choose from. To do justice to them a considerable space of garden ground would be required, for they are plants that are of specially good effect when placed in masses or, better still, in long streams or drifts; and though in the case of the newer and choicer kinds one may have to be content with a few only, they are best seen in a much larger quantity. But until price comes down, or is not a deterring influence to the rare garden lover who has a well filled purse, there are such fine things among what are now the older kinds, that for a general good effect the newer and costlier ones may be done without. Indeed, there are many of the older irises that in their own way cannot be beaten. When one thinks of the stately I. pallida dalmatica, the pure pale yellow flavescens, the deeper variegata aurea, the tall and charmingly pencilled Mme. Chereau, the fine whites Princess of Wales and Mrs. H. Darwin, and the early grey-white florentina, with Sultana, purple and white, and some of the best of those that we knew as squalens, one finds that there are already enough first-rate kinds for any garden of moderate extent.

We owe to a commission of enquiry of the Royal Horticultural Society a new and much simplified classification of these irises. It was found impossible, owing to both natural and intentional hybridisation, to determine the many kinds as within distinct species, and whereas we formerly floundered about among neglecta, amœna, squalens, plicata and the rest, we are now allowed to discard these names altogether and to group our garden irises according to colour and habit; and though some of us may like to keep in mind the older garden-botanical name and to trace its use by eye in the hybrid forms, yet the newer way is certainly the more generally useful. Thus in I. pallida dalmatica, one of the parents of so many of the grand new flowers, the presence of the papery spathe and the persistent foliage will always point to the relationship.

The illustrations show some successful examples of the bearded irises grown in quantity; in some cases the iris garden is kept a little way away from the nearer pleasure ground, because it is for June only, and the foliage of the greater number of the flag-leaved kinds goes off and becomes unsightly in the later summer; but there is no reason why this should not be corrected in the gardens of the future by a space being left between the ranges of iris for the planting of something that will follow, and that, without actually overshadowing the earlier plants, may so far veil them that the dying foliage may be, if not actually hidden, at least rendered unobtrusive. This is the more to be desired if the place of the iris garden is one whose paths would be fairly frequented at other times in the summer. There are a certain number of plants of rather a dry character, such as Epimedium pinnatum and Woodrush (Luzula sylvatica), gypsophila and hardy ferns, that would come in well for this use. The common male fern does not object to a rather dry and open place.



R. A. Malby. A FINE IRIS BORDER. *Copyright.*

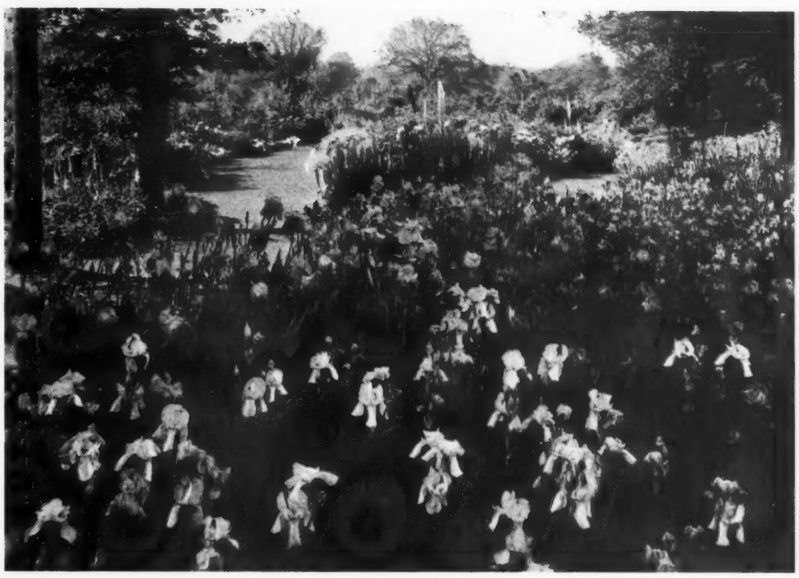
There is a widespread belief among those who are not better informed that irises must have damp ground. It is true that there are a number of species that require a cool or damp place, but it is not so with the kinds we have been considering. On the contrary, they do best in a position that is dry and open. The Italian florentina is often seen on the top of walls. In fact, bold rockwork would suit them well, and though iris gardens have usually been planted on the level, they would be all the better in rock garden form, not much raised, but showing distinct rocky ridges. An ideal place for a more comprehensive garden would be one which had an upper part raised and dry and rocky, coming down gradually to a stream or pool, with ground quite damp or boggy at the lowest level. This would not only give the interest of a much larger choice of species and their varieties, but also a much longer flowering period. It would begin in April with the quite dwarf kinds in many cultivated varieties, impossible to define botanically, but having a probable derivation from I. Chamæ iris and possibly I. pumila; in colourings of yellow, an indefinite white, purple and, in the case of the so-called Crimean Iris, sold as I. pumila cœrulea, of the nearest colour to blue, except perhaps I. persica, of any of the family. For though among the flag-leaved irises one hears talk of blue, it is always some kind of purple, whereas the colour of the little Crimean is of quite a distinct character, a soft greyish blue inclining towards that of love-in-a-mist. Next to these little

kinds in time of blooming are some very beautiful and useful hybrids, for the origin of which I believe we are indebted to Mr. W. J. Caparne of Guernsey—some whites and yellows of moderate height, a very good shaded purple and a later one of two more distinct purples, followed by a tall and extremely graceful one of light lavender colour. I do not venture on the names, as I have, unfortunately, got them into confusion, but the plants are in trade as the May-flowering kinds.

There are something like twenty Iris species that can be used to good effect in our gardens. Of these a few, other than the flag-leaved kinds, stand out as specially desirable. Of the smaller irises one of the first to bloom is the splendid purple I. reticulata, flowering in March or even earlier. The intense colour of the flower is accentuated by the middle flash of pure deep yellow. As the bloom passes, the tuft of grassy leaves shoots up to a foot in height. Iris Cengialti, an Italian species, is a charming plant with pale foliage and bluish lavender flowers shaded with darker colour. It has been widely used with good effect in hybridisation. I. tolmieana is a little beauty of upright growth and, smallest and neatest of all, I. cristata is a perfect gem, rejoicing in a sunny rock shelf in almost pure leaf-mould. Whereas the main occupants of the iris garden are for large effects, these little irises well repay a close examination of the individual flower for the enjoyment of the miraculous beauty of their various striping and shading and individual markings. I. cristata is specially interesting for the little white serpent that wriggles down the middle of the lower petals. They should be near at hand, with perhaps a seat not far off from which the general effect of the garden can be seen at ease. Iris graminea should not be forgotten, for though the red purple bloom is not specially showy and is for the most part hidden by the tuft of grassy leaves, yet it should be among the irises for special examination for the sake of its delicious scent, exactly like that of the best possible ripe plum.

Some generous tufts of the native I. fœtidissima should not be forgotten, for though the modest size and colouring of the flower make it almost inconspicuous, a visit to the iris garden in November will show a wealth of its handsome pods of orange-scarlet berries, useful for indoor winter decoration. It is one of the irises that is abundantly self-fertilising, a quality almost wanting in the flag-leaved kinds, although these respond readily to artificial inoculation. On the other hand, fœtidissima is remarkable for being quite unwilling to hybridise with others of the family. It is a native of chalky soils, but does well in any rich loam; in poor ground it has to be encouraged either with manure or a strong limy dressing. It likes a cool but not necessarily damp place, preferably in shade.

Coming now to the lower and cooler part of the ground, where the soil is never droughted and the water edge is near, there is a whole range of fine things in Iris sibirica and its varieties, including the closely related I. orientalis, which for garden purposes is an enlarged sibirica. Among the cultivated varieties of sibirica there is a fine large white and a splendid deep purple, also of unusual size. They can be planted right to the water's edge. Here also will be the place for the two nearly related Japanese species, the violet I. lævigata and I. Kæmpferi in a varied assortment of colouring—white, blue-purple, lavender and purplish rose; many of them blotched with yellow and some double, when they look like Clematis. In rather damp,



IN THE IRIS GARDEN.



THE EDGE OF THE IRIS GARDEN.



R. A. Malby. *Copyright.*

IRISES "CLEMATIS," "HILDA," AND, BEYOND, "FRANCINA."

loamy soil is also the place for the tall and handsome I. aurea, deep yellow, and the equally conspicuous I. ochroleuca, a tall plant with clear white and yellow bloom. The native I. Pseudacorus, with its bright yellow bloom in June, should not be forgotten. If the iris garden be bounded by a stream it would look well if planted in some quantity on the further bank.

A general mention of garden irises would be incomplete if I. unguicularis, perhaps better known by its older name I. stylosa, were omitted. It is difficult to know whether to class it as a flower for the end or the beginning of the year, for its first blooms come in November and its flowering season goes on in all open weather till the middle of April. It should be grown in the sunniest places, either at the foot of a wall or of steep rockwork, and is all the better if it is raised above ground level, both for the certainty of good drainage and for the advantage of some degree of summer root-baking. The soil should not be rich or it will make a mass of foliage and give but little bloom.

ACOMA

MEN AND MANNERS IN NEW MEXICO.

By Stella Benson.

NEW MEXICO is haunted by unheard-of and quite un-American dates. Twentieth century America is drowned in the blazing colours and fantastic lines of New Mexico's horizons. It will be a long time before the Stars and Stripes can—spiritually as well as in fact—conquer the grey sage-brush stars and the vivid sandstone stripes of the desert. In the Indian part of New Mexico—unlike Arizona—there are no flowers. Even flowers would be an anomaly on such a barbarous and amazing earth.

We stumbled from our complacent bright Pullman into a pitch darkness known, it seemed, as Laguna. Only the fact that the haughty Chicago train had stopped there proved the place to be a depot. The train roared away into the dark desert. We were fallen angels, but there was no weeping or gnashing of teeth. The sour and sombre face of an Indian looked at us in the dark. A woman telegraphist worked in a shed in the light of a lantern. Yes, there was a hotel, but it was in the charge of an Indian woman who nursed the determination—unexpected in a hotel-keeper—to admit no guests under any circumstances. No, there was no way to get to Acoma; it was sixteen miles off and the only automobile owner was away. No, she could do nothing for us.

In the thick and dusty darkness we found the lightless hotel. After making much noise we were rewarded by the appearance—in part—of the Indian woman through the grudging slit of the door. I put my foot into that slit. Our prospective hostess lied glibly for half an hour. Her house was full. It was "not furnish good." She had no slippers on and was therefore too modest to show us the rooms. There was a better hotel around the corner. There was no one to take us to Acoma. No lie or protest could remove my foot from within her doorway. She let us in at last, and her dubious accommodations were a little better than the bare desert.

If the motto of the town of Laguna—population twenty-five—were translated from the Indian, it would presumably be found to mean "'Eave 'arf a brick." Our presence in their midst filled the inhabitants with gloom and irritation. In the morning we were told in three languages that there was no way to get to Acoma. Our fruitless enquiries as to autos, telephones, bicycles, wagons, horses, were watched by six brown, flat-faced, unemployed gentlemen leaning against the depot in quiet triumph. Even the half-breed station-master did not trouble to move his feet from his desk.

But breakfasting in our "hotel," were Gilbert and Bibo, hitherto strangers to us, yet destined to be our saviours. Bibo had the complexion of the country under a handsome sombrero; Gilbert wore a loud check suit and looked like a travelling salesman lost in the desert. Gilbert and Bibo, though gentlemen at large, were not unwilling to add to their capital by driving us to Acoma.

I can hardly say that we sat on the seat of their Dodge car as it sped along the rough ruts in the sand toward the *mesas*. Mostly we sprang about in mid-air, our skulls crashing against the ceiling. The Dodge playfully imagined itself a horse; it curvetted on quivering wheels into *arroyos* (streams) and picked its dancing way among boulders.

We passed the foot of the Mesa Encantada (Enchanted Plateau)—a red, box-like shape upon the desert, sheer cliffs two hundred feet high springing to two or three square miles of flat summit. Hundreds of years ago a tribe of Indians settled upon that summit. They must have blessed their discovery, for there was only one possible way up and no enemy could conquer them. But there was a curse in their blessing. An earthquake or a great storm destroyed their one possible way up. They died—a whole village of them—screaming in their strong fortress. The Mesa is still enchanted, still they scream, the Indians say. The legend of that village was verified by the only climber who has scaled the sheer cliffs of the Mesa. He found the dead village and the bones of the dead villagers.

Acoma came into sight. It also stands upon a *mesa*, a less compact, less magic *mesa*. The outline of the cliffs is fringed with strange, jagged, red needles of rock. To the flat summit of the cliff the square, fort-like, mud houses cling, watching invaders with little squinting windows. There are two trails up to Acoma. Ours led us a hundred laborious yards up a steep soft slope of drifted sand and again up the rocky flanks of the *mesa* by means of niches—feet niches and hand niches in the rock.

At the top one Frank, acting Governor of Acoma, welcomed us. He was simply dressed in torn blue jeans, a sombrero perched upon his very thick black bobbed hair. He wore much jewellery, and he walked on soft moccasins. He had a gentle, guileful and generally flattened look. He led us hospitably about Acoma. Acoma houses are built in three squashed-looking storeys, not one story on the top of another, but one behind the other, like three steps of a flight of stairs. You climb a rough ladder and find yourself on a balcony at the foot of another ladder. You climb the second ladder, and here, on a higher balcony, is the lady of the house, Mrs. Frank, polishing mud vessels before painting them with violent black stars and suns and serpents. The door of the general room opens on to this highest balcony; the room is very hot, brightly white-washed, and furnished with vivid Navajo rugs, primitive mud shelves, painted pots and rough cooking utensils. Frank's house had a real glass window about eight inches square; other houses have mica windows, which are not so classy. On Frank's wall hangs his gown of office, a dainty thing in scarlet and crimson crêpe de Chine. He has one of Abraham Lincoln's seven walking-sticks; one of Lincoln's canes was given to each of the seven self-governing *pueblos*.

Mrs. Frank was very stout and wore an embarrassingly thin short blue cotton chemise and a red blanket over her head. Her daughters had their babies in blankets slung on their backs or strapped tightly to boat-shaped boards, but neither of these modes seemed to hinder the mothers as they bent over the little doors in the beehive-like mud ovens on the lower balconies.

Frank showed us the waterholes and the church. It was a mud church; the same creamy-pink mud as the rest of Acoma, the same colour as the *mesa* itself. The church had two box-like towers and a little cross between the towers. The mud balustrades and the wooden balustrades were roughly moulded or carved into little imp faces with hats on. There were cloisters and dark passages about the church. "Any secret passages or dungeons, Governor?" "No dungeon, no commit crimes." "Did they push criminals over the cliff?" "Mebbe, mebbe. . . ."

There was a Spanish priest once—Bibo told this story—the Indians suspected him of being a witch and pushed him over the cliff on to the desert. But he had—as most of the best incumbents either now or then possess or possessed—a stout, useful umbrella, and it acted as a parachute. When he finally floated gracefully to earth the Indians met him there and were obliged in honour, as it were, to be baptised at once. So the church and cloisters were built. All that happened in the sixteenth century.

"How long had Acoma stood before the Spaniards found it?" "One thousand year—two thousand year . . ." said Frank, raising his short, brown, ringed hands in confession of ignorance. One thousand years . . . two thousand years . . . it does not matter. . . .

GRAPE GROWING FOR EXPORT AT THE CAPE

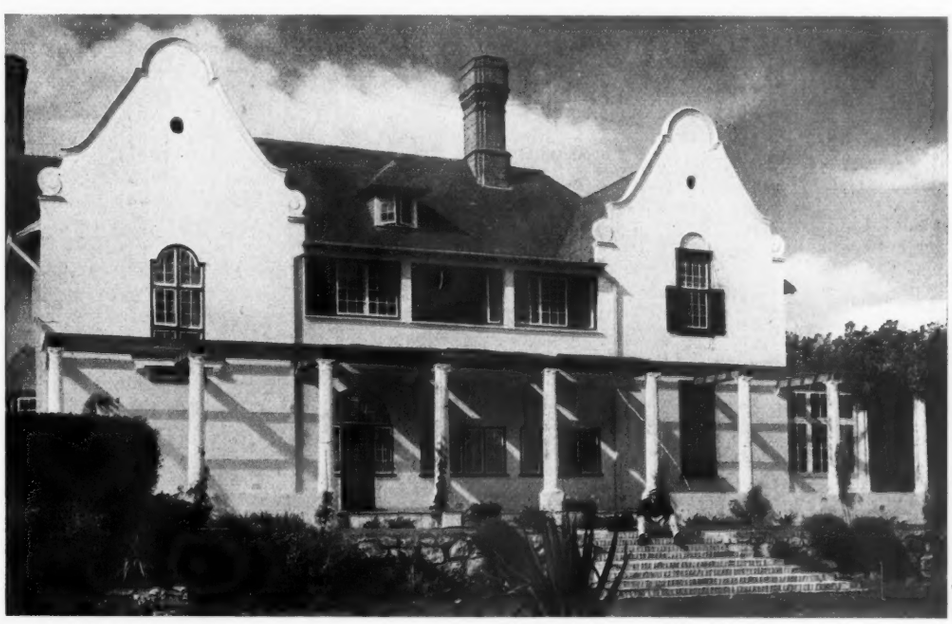


CHILTERNS: A VIEW FROM THE HOUSE.

A VERY few years ago it was a bold man who would have ventured to assert that not only could table grapes be grown in the open air to rival those of the English hothouse, but that they could be packed and transported some six thousand miles across the tropics and placed upon the London market in practically the same perfect condition in which they hung upon the vine—even to the bloom on the berries. Yet this is being done to-day at the Cape, and every week during the season the mail steamer leaves for Southampton with some hundreds of tons of grapes and other deciduous fruits in her cool storage chambers.

The industry is still in its infancy, and much remains to be learnt of the whole long process, from the day when the vine, an insignificant looking twig, some 14ins. or 15ins. long, is first planted in the nursery, to the day, some four years later, when its beautiful bunches leave Cape Town to adorn the tables of the Ritz or Claridge's. The accompanying photographs, taken by Mr. Elliott of Cape Town, illustrate some of the operations on a typical estate where grape growing for export is successfully carried on. Chilterns is situated nine miles from Cape Town in the celebrated Constantia district of the Cape Peninsula, on the steep slopes of Wynberg Hill, some 300ft. above sea level. The estate is 50 acres in extent, about 30 acres of which are under vines, and 10 acres under peach, pear, apple and plum trees. About ten years ago the ground was cleared of the forest of silver trees, cluster pines and dense undergrowth which cover these slopes, the whole 30 acres of vineyard were trenched to a depth of 3ft., intersecting roads were made, with deep open drains or "sluits" to carry off the heavy winter rains, and the vineyard was planted with about 30,000 vines in rows, 6ft. by 6ft., each row being supported by two trellis wires on iron fencing standards. Statistics are odious, but it is worth noting that this small area of 30 acres involves about twelve miles of wire fencing!

Owing to the ravages of Phylloxera, the European vine, whether of a wine or dessert variety, cannot grow upon its own root in an open vineyard, hence it must be grafted upon a resistant stock. Various American wild vines are used for this purpose, the one which appears best suited to the deep, friable, red, decomposed granite soil of the slopes of Table Mountain being the one known as "1202 hybrid," and this stock is used almost exclusively at Chilterns.



THE HOMESTEAD.

Grafting is done in July and August, when the vines are completely dormant, and the grafted vine is planted in close rows in a nursery, in August and September. In August or September of the following year, given suitable conditions, the graft has hardened, and the vine has made sufficient root to enable it to be transplanted to its permanent home in the vineyard. A well grown vine will carry grapes the second year after planting out, but the usual practice is to cut off this early crop, which is liable to impair the vitality of the vine, and allow it to bear in the third year.

The life of a vine grown in the open may be anything up to twenty or thirty years—those at the Chilterns show no signs of deterioration in ten years. The varieties at present being grown there for export are chiefly red and white Hanepot — better known in Europe as Muscat of Alexandria—Barbarossa, Gros Colmar, Raisin blanc, Waltham Cross, Rosaki de Smyrna, Henab Turki, Prune de Cazouls, Lady Downe and Gros Noir de Beni Abbes, a fine black grape very similar to Alicante, if not identical with it.



BRINGING IN THE GRAPES FROM THE VINEYARD.

At present only the first five varieties named above are actually being exported from Chilterns, and of these Red Hanepot occupies over half the vineyard. Delicious as it is, however, it is a delicate grape, requiring great care in handling and packing, and there is a tendency among South African growers to plant more of the hardier varieties named, notably Henab Turki, Waltham Cross, Lady Downe and Gros Noir, all of which appear to be well received in London (Lady Downe, indeed, needs no introduction to England), while their berries are stronger and fleshier and require less delicacy in handling, though they bear less heavily than the popular Hanepot (which, by the way, is the Dutch for "cocksfoot," from the shape of the leaf, and not a corruption of "Honey Pot!").

Constantia is by no means the only district which can grow grapes for export; they are successfully grown at Stellenbosch, Paarl, Wellington, Fench-hoek, Drakenstein and elsewhere, but its deep, friable soil and equable climate, tempered by cool sea breezes, have combined to give pride of place to Constantia for the high quality of its grapes and wines, and, from experiments already fairly advanced, it seems likely to maintain its supremacy. Certainly conditions in Constantia would be hard to rival. Some 30ins. of rain fall between May and October, but from then, until the heavy rains begin again in May, the climate is almost ideal, never cold and never oppressively hot, while even in the rainy winter there are weeks of bright sunny weather when "all Nature is smiling and gay." The scenery, a sweep of mountain, forest, vineyard and the blue waters of False Bay in the distance, bordered by shimmering white sand dunes, is inexpressively beautiful, and the amenities of life are agreeably accessible.

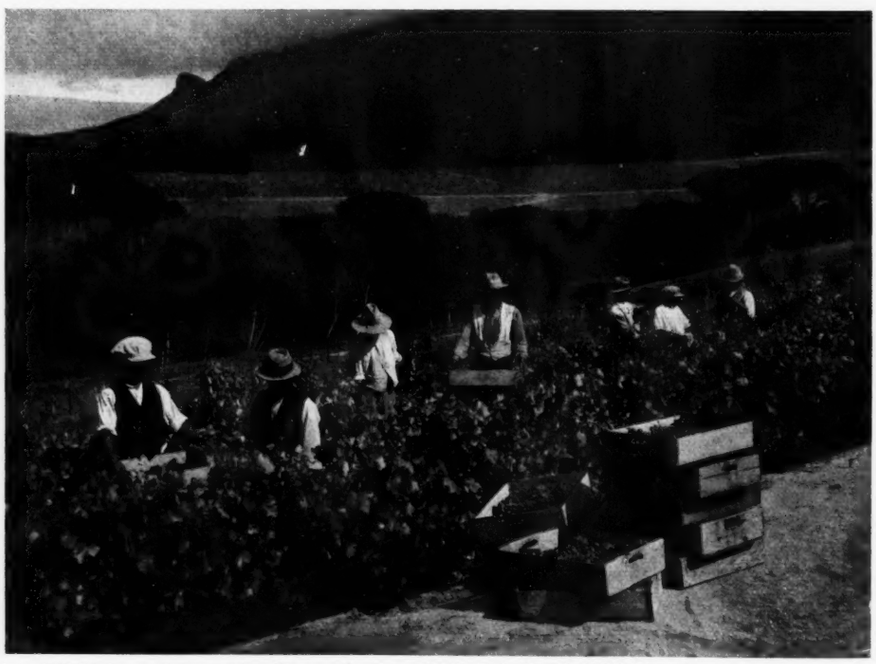
Farm work is done entirely by Cape coloured "boys" and women, and is plentiful. The Cape boy is unrivalled with a spade or hoe, and a fair percentage can be trained to quite a high degree of skill in pruning, spraying, and the more technical work of the farm.

Work in the vineyard may be said to begin in June and July when the pruning is done, the vines being trained to the trellis wire on one or two long arms, bearing spurs of the last season's wood at intervals of their length. In August they receive a winter spray of lime sulphur or a miscible oil wash to check fungoid diseases. In late August and early September the vineyards are ploughed and fertilizers and manure applied. Owing to the danger of soil erosion on steep slopes from the heavy winter rains this cannot be done earlier. It is early in September that the vines begin to shoot, and soon after the shoots appear they are sprayed with finely powdered sulphur to kill the spores of "powdery mildew" or "oïdium," and this is repeated as often as necessary until the grapes begin to swell.

About early December, when the grapes are well set, thinning begins. This is done by coloured women, and consists in cutting perhaps one third to one half of the berries out of each bunch, to enable those remaining to swell and ripen freely and attain a good colour. It is impossible to pack grapes for export which have not been so thinned—the bunches are tightly packed, dirty, and contain bird-pecked and wet berries which would ruin the bunch in a week. At Chilterns some fifty to sixty women are employed from early December till late in January on this work. Meantime cultivation continues and the vines are sprayed with arsenate of lead to kill leaf and grape-eating insects—chief of which is the Calandra or vine weevil, a deadly enemy of the viticulturist.

In addition, a number of superfluous and badly developed bunches are removed altogether, in order to give the rest a better chance—the quantity so removed varies with the different varieties. With Hanepot, a heavy bearer, it may amount to as much as half the bunches on a vine.

The grapes begin to ripen about mid-February, and from then until early April (in some sheltered districts—even into May) the packing season is in full swing, and the farmer has little leisure to smoke a pipe! The grapes are cut and laid carefully in flat open boxes, lined with leaves and wood-wool, carried by hand or in wagons to the packing shed, and the boxes are piled in the shade for a period varying from eight to twenty-four



CUTTING THE GRAPES.

hours to allow the grapes to cool. As soon as they are well cooled, women look through each bunch, cutting out damp or undeveloped berries, and brushing away spiders' webs and the fluffy excretion of the mealy bug.

Each bunch is again looked over by a specially trained woman, wrapped in tissue paper, and handed on to the packer, who packs it carefully in a box lined with soft wood-wool. Ten pounds of grapes are packed in each export box, each bunch is wrapped in paper and between each bunch is a wad of wood-wool. A skilled packer will pack up to 200 boxes in a day, provided she can be served quickly enough by the thinners and wrappers. The packed boxes are nailed up with a cleat over the lid at each end, to prevent damage from piling them, and allow ventilation in the cool storage; they are then ready for shipment to London. It can readily be seen from this short account that the growing of grapes for export requires from start to finish careful



EARNING TWO SHILLINGS A DAY.

supervision and delicate handling, while organisation of labour of the packing season, economy of effort, and the arrangement in materials are matters of supreme importance.

Chilterns has shipped to England this year nearly 8,000 boxes of grapes, each containing 10lb., nearly 40 tons of grapes, and 1,500 boxes of pears, peaches, etc., and it is no exaggeration to predict that in a year or two, with the whole vineyard in bearing, 2,000 to 3,000 boxes will be shipped annually in addition. For a grape farm 30 acres is a large area, and an energetic man, given suitable conditions, can easily handle 5,000 boxes from an area of, say, 10 acres.

The life is an ideal one for those who love the open air, the work is clean and interesting, and the reward is not to be despised, the price per box obtained in London varying from 8s. to 30s., or say 5s. 6d. to 27s. 6d. after deducting railage, freight, cartage, insurance, and the agent's commission. With the increase in shipping facilities, of which we are assured, the risk of deterioration in storage and transport will be minimised, and the grower should be assured of a steady price for his product.



THINNING OUT THE BUNCHES.



GRAPES GROWN AT CHILTERNS.



GRAPES READY FOR EXPORT.

Photographs, Elliot, Capetown

AMERICAN ARCHITECTURE

THE WORK OF MR. THOMAS HASTINGS,

ROYAL GOLD MEDALLIST FOR 1922.

FOR a democratically constituted body the Royal Institute of British Architects has nearly always shown great wisdom in the bestowal of its highest honour—the Royal Gold Medal. By custom this medal has been given in alternate years to a British architect and to a foreign one. This in itself has secured a high level of merit. A body which every other year surveys the whole world to find the chief exponent outside these isles of the art with which it is concerned will hardly resort to a mere wire-pulling solution when it comes to its own domestic candidates. The Institute can honestly claim that at home it has made its choice among the greatest artists available, whether they have been members of its own body corporate or not; while abroad it has chosen the men who have stood out pre-eminently as the leaders of the architecture of their particular nation.

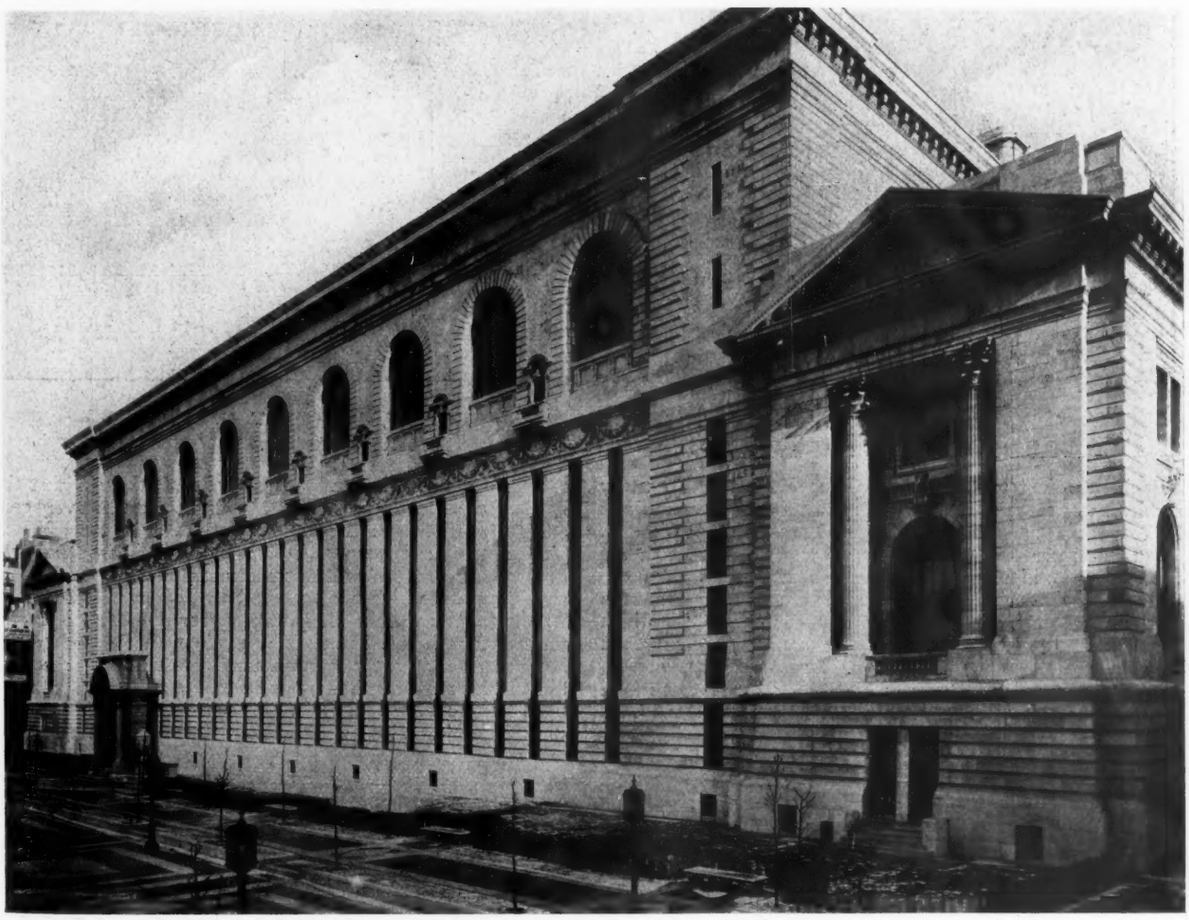
It is, therefore, an event of importance to all interested in the arts which takes place next Monday evening. On that night His Majesty's Gold Medal for Architecture will be given, by the choice of the representative body of British architects, to the *doyen* of American architects in the person of Mr. Thomas Hastings. The last great American to receive this honour was Charles Follen McKim in 1903. McKim and Hastings are two great names in a great movement, and it is well, though the former is dead now, that they should succeed one another in this honour. Both deserve the adjective "great," not only for their own individual work as artists, but for the higher reason that they have both been leaders in a movement which has made modern American architecture the real and vital art it is to-day. To-day the whole world is ready to pay it tribute. Till the rise of McKim, however, in whose office Hastings was once an assistant, modern American architecture was floundering about in a series of revivals to an even greater extent than contemporary English architecture. Individual architects, by the strength of their personality or inclination, forced various exotic and contradictory styles on the country—Mediæval, Romanesque, Greek, as the case might be. There was no coherence in the product. Warehouses and offices were built like churches and churches like classical temples, etc. The rich man's house wavered between an overgrown cottage and a second-rate palace. McKim and his partners, after various experiments, saw that modern American architecture should really answer to very much the same conditions as obtained in the days of the Renaissance princes and cardinals, and that between the conditions which produced Greek and Gothic architecture and those which hold to-day there was a great gulf fixed which it was impossible to bridge. The group of artists,



DETAIL OF THE ARCH OF VICTORY ERECTED AT THE END OF FIFTH AVENUE, NEW YORK, IN CELEBRATION OF THE HOME-COMING OF THE TROOPS.



Entrance front.



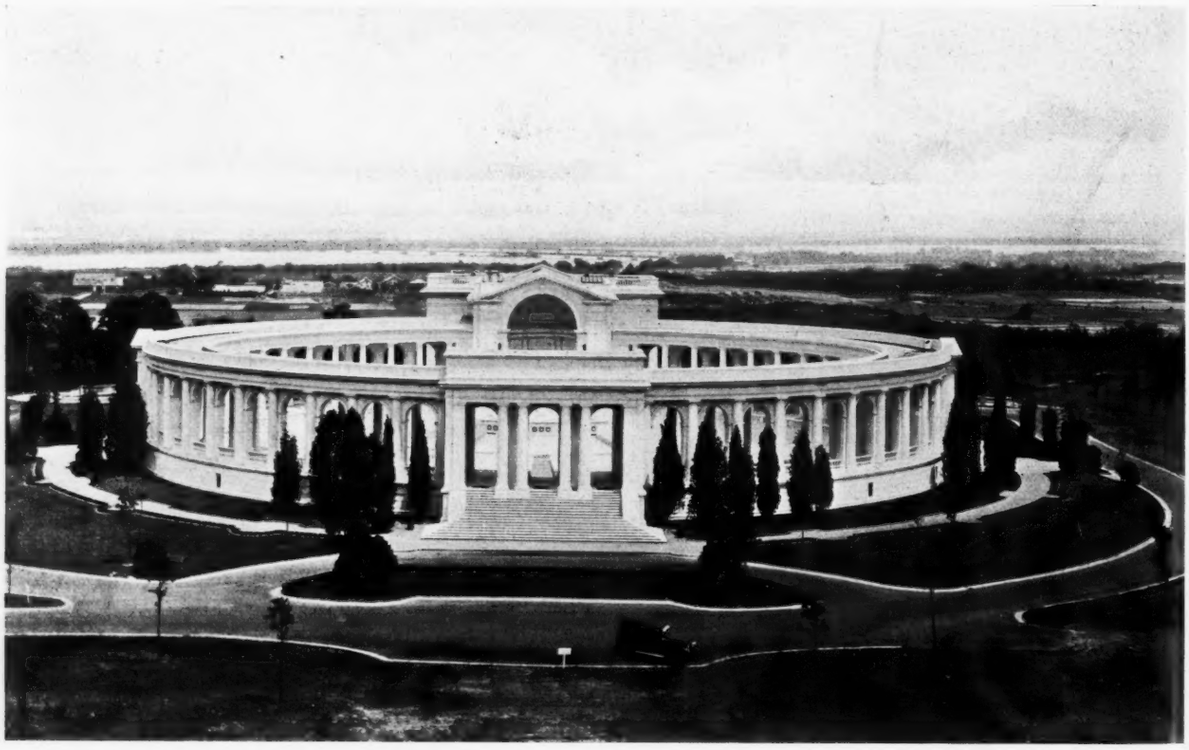
Rear façade
THE NEW YORK PUBLIC LIBRARY.

therefore, which circulated round McKim did not attempt the impossible, but used in the main Renaissance motives as their means of expression. Occasionally, in cases of special grandeur, as in their great Pennsylvania Railway Station, New York, they became more distinctly Roman; but on the whole their work may be said to be Renaissance in character, generally leaning to the Italian version of this style. Thomas Hastings, with his partner Carrère, when they started independent practice, chose, and chose deliberately, the French Renaissance, and chiefly the architecture of the eighteenth century, as their starting point. The chief thing that American architecture lacked at that time, some thirty years ago, was what English architecture also needed, though we can, perhaps, comfort ourselves that the need here was slightly less insistent, namely, good manners. This is exactly the quality French eighteenth century architecture could supply in a supreme degree. By adopting it Carrère and Hastings were able to give to their series of large country houses a mixture of dignity, distinction, courtesy and gaiety which till then no one by any stretch of imagination could associate with the typical house of an American millionaire. They went further than this, and by the skilful placing of their houses as well as by the lay-out of gardens and grounds bound the house to the landscape in a way that was not only logical but beautiful. In this they were to a certain extent following French precedent too, though the French eighteenth century architect was more accustomed to mould the landscape to suit his house than to design the latter to take its natural place within it.

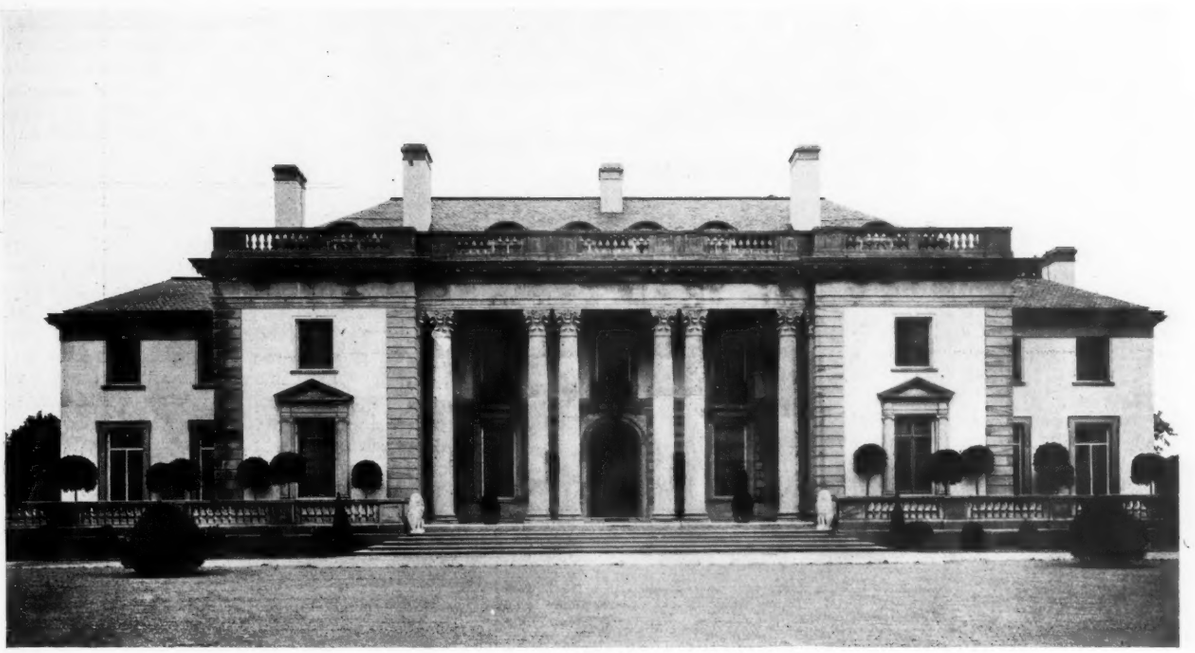
Logical planning for site and programme is, indeed, the great advance in America with which Mr. Hastings' name will always be connected. More important even than the particular sub-style of the great Renaissance movement in which Mr. Hastings and his partner chose to work was their method of solving architectural problems. Both men—as, indeed, McKim had been before them—were trained in that great school of logical planning, the Ecole des Beaux Arts at Paris. This meant that for them no solution of a problem was satisfactory which did not give the most direct, economical and logical plan. For this purpose, if necessary, elevations had to be sacrificed. The introduction of such ideas into America, with its abounding new problems on every hand, was highly salutary. It gave a safe anchorage. It meant roughly that all new buildings for new requirements, not to be found in the Old World, should before everything else assume their logical shape and thereby create their own appropriate character. Mr. Hastings, in particular, was a distinguished *élève* of the Paris school, and in the great educational work he has done in America he has made sure that this central idea of French teaching has had its proper, that is to say the pre-eminent, place. The great schools of architecture scattered throughout the Universities of America on which their architecture is now firmly based owe their extraordinary success to the ideas for which Mr. Hastings chiefly stands. Happy should be the lot of a man who has not only had great opportunities for individual work, but has seen in his lifetime the gospel, which has not only been his own inspiration and his faith, but of which, too, he has been a chief prophet, triumph throughout a whole continent.

Having stated, then, in general terms, what is Mr. Hastings' great contribution to the architectural ideas of his country and his age, let us glance briefly at some of the more notable buildings with which he has been connected. It is, indeed, an imposing list of more than two hundred great buildings. It contains, among others in New York, the Public Library, occupying, as the Americans say, several city blocks on Fifth Avenue at its most valuable part. This great marble building has, obviously, had an immense amount of thought and care expended upon it—too much, if that can ever happen. I suggest that the elevation to the open square at the back, which expresses so clearly the great stack of books, is the more successful, chiefly because it is, again, an instance of logical architecture. The front, with its great recessed entrances and high attic storey, is, perhaps, both too ornate and too low to be completely commanding for the site it occupies or the character of a great reference library. It must be remembered, though, that this building was designed twenty-five years ago and was a very great advance at that time. His other great public building in New York, apart from the numerous stately office buildings and town houses there, is the New Theatre, sometimes called the Millionaires' Theatre, which was to have been the greatest Repertory Theatre of the world. Unfortunately for the ideals of such a theatre, though this had nothing to do with the architect, it is said that each of the thirty-two millionaires who subscribed to its endowment required a box on the grand tier, which made the theatre so big that no self-respecting repertory company could act in it, and Granville Barker, to whom the directorship was offered at a fabulous salary, returned to England by the next boat. The building, however—now used, I believe, for opera—remains a monument to Mr. Hastings' art. Its corridors, foyer and grand staircase are beautiful examples of completely decorated architecture such as has not been attempted since the Paris Opera House. It is by such standards it must be judged, and by them it does not fail. In the same city he has built the Globe Theatre and rebuilt the interior of the Metropolitan Opera House.

At Washington, Mr. Hastings' firm has built the marble palaces for the offices of Senators and Congressmen which were illustrated in COUNTRY LIFE in the recent article on that city,



MEMORIAL AMPHITHEATRE, ARLINGTON CEMETERY, WASHINGTON.
Erected to the memory of the American soldiers who fell in the Great War.



HOUSE OF ALFRED J. DU PONT AT WILLMINGTON, DELAWARE.

as well as the great Carnegie Institute. These buildings all show the scholarship and refinement characteristic to-day of the best American work. But it is hopeless to enumerate a tithe of the notable buildings which owe their form and expression to Mr. Hastings' brain. Great cities like Baltimore have offered themselves for remodelling at his hands, while his banks and hotels extend across the continent and into Canada as well, always carrying with them the mingled strength, delicacy and elegance of his highly cultured taste. A number of the chief monuments to the great dead of his country, which America has always been liberal in erecting, are also from his hands, such as the McKinley Monument at Buffalo, the Paul Jones one at Washington and the Lafayette one in Paris, the Altar of Liberty and the Victory Arch in New York, and the National Cenotaph at Washington. The American Monument to the Battle of the Marne in Paris has, too, been entrusted to him. His countrymen obviously feel, and feel rightly, that the expression of their art in a town like Paris is safe in his hands, and to an architect no greater compliment could be paid than that.

Thomas Hastings has not reached his position as the recognised head of his profession in America without giving services to the public directly as well as through his buildings. He is chairman, for instance, of the Lincoln Highway Commission, concerned in a notable scheme for honouring a great name by a great trunk road—an idea not without suggestion for us. He was one of the founders of the Federal Art



HOUSE OF MURRAY GUGGENHEIMER, ELEBERON, NEW JERSEY.



Garden gateway.



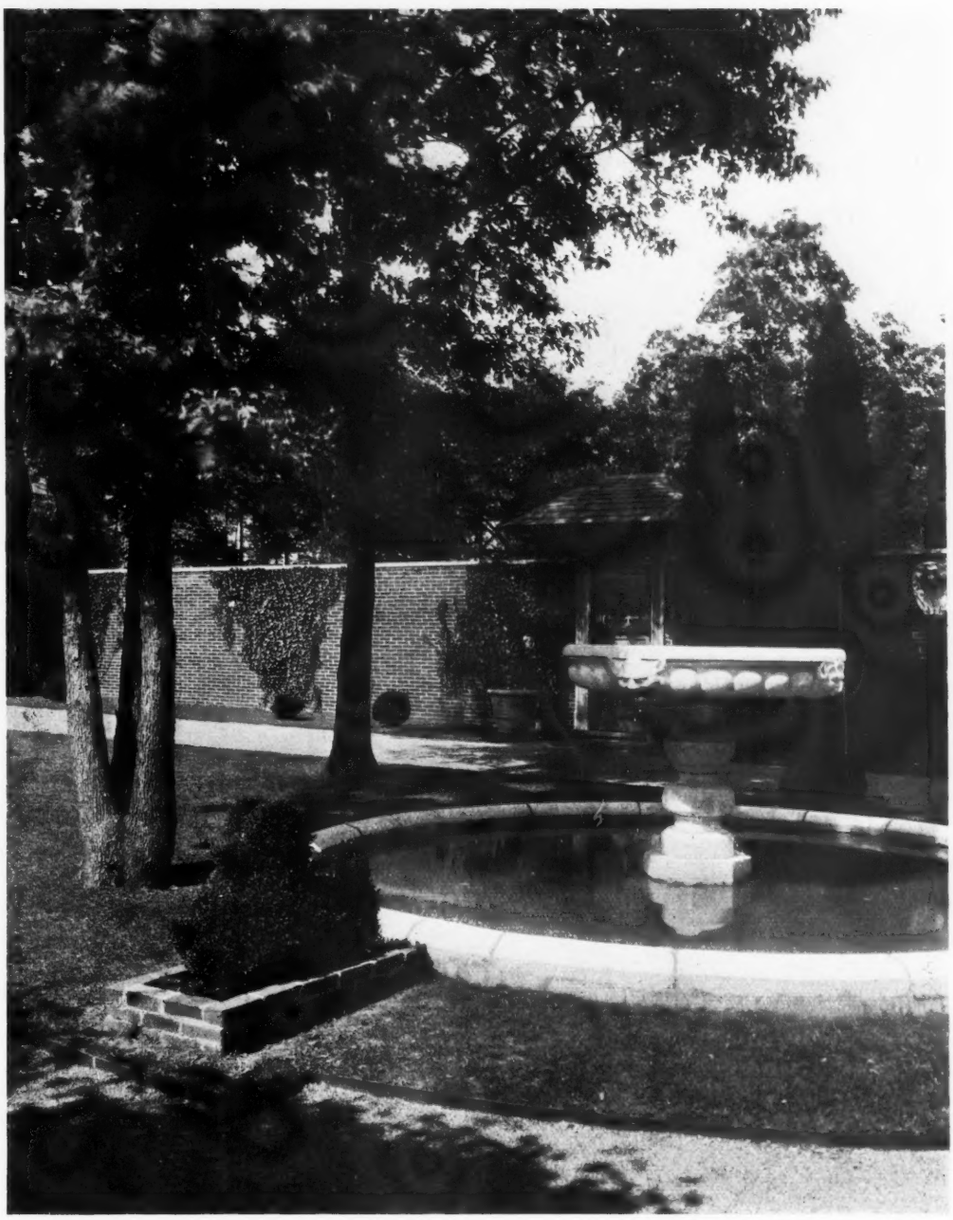
Front entrance.
MR. HASTINGS' OWN HOUSE ON LONG ISLAND.

Commission. Art commissions, now established by law, in which experts advise the governments of towns and States on all questions relating to monumental expression, are another American idea from which we in this country might benefit. He is President of the Beaux Arts Institute of Design, and through it influences the design taught in all the American schools. He is an Academician of the National Academy of Design, Director of the Museum of French Art, and a hundred other things of like importance and usefulness. We are not, too—when are we ever?—the first nation to recognise his art and honour it. France and Austria have both been before us; but then, both France and Austria have not been afraid to acknowledge their love of architecture as we have until recent years. Let us hope that what we are doing now will make amends and that the American public will realise that, if we are slow to act in this way, when we do it, we do it from a sense of deep conviction and not as an idle compliment.

If one may turn for a moment to personal things, it is of interest to see how a man in Mr. Hastings' great position carries out his work. Here is a man into whose office pour commissions from all parts of America, whose advice is sought by State Governments, great cities, immense business corporations, banks, universities, builders of churches and private mansions in town and country. How does he satisfy them all? How, out of all these multifarious demands, does he produce the beauty of ordered architecture? Obviously such a result can only be brought about by the central artist impressing his ideas and personality on a number of other people until his office becomes a great school inspired with his ideals. Such is the case. In the high building in the centre of New York where his office is placed and occupies the whole of the top floor, are assembled a group of men, some fifty or more, all working not only for Mr. Hastings, but with, by and through him. Some are junior partners, some are salaried assistants, but all are friends. For the last three years it has been my good fortune to send some of the best students from the Liverpool University School of Architecture to this office during the Long Vacation, and they have returned with wonderful tales of the happy comradeship on the drawing-board between the master and themselves. It is the school life over again, but dealing with real things instead of castles in the air, the master criticising and developing, but in this case great enough to accept criticism and suggestion as well. When he is not interviewing clients he lives in the great draughting rooms with his coat off, working among his men. The immense business of such a practice is so thoroughly organised that the head has time to think out architectural solutions. It is a great mistake to imagine that the architect in big practice, either here or in America, but especially in America, has no time to devote to the essentials of his calling, the work on the drawing-board. In reality it is the reverse. He has so organised his office machine that he has more, not less, time than the little man for the heart of the matter. Where he differs is that he realises at once which is the heart and does not waste time on lesser things which can be done equally well, if not better, by lesser men.

The heart of Mr. Hastings' particular organisation is the library, and being so it is rightly placed on plan in the very centre of his offices. It is a spacious hall out of which the others lead, and lined from floor to ceiling with all the chief architectural folios, old and new. In itself it is a charming apartment, quietly lit from above and enriched with casts, models and a few specimens of fine Renaissance armour. But it is a working library. The long refectory table is always littered with plates and photographs, and books are always passing in and out of the draughting rooms. The owner of this library —such a library as we should find in few

towns in England, even if public property—must feel, as each great new opportunity for his art arrives, that he is by means of it the real heir to the world's architecture, for he has the continual means of carrying out work comparable to the greatest in his books. To be a successful architect in New York to-day is to be in a position like that occupied by Wren, Mansart, Sanmichele and one or two others only in the history of the Old World. It must be, I think, the most glorious life on earth at the present moment for a man with the brain and heart to grasp it. To enjoy it to the full Thomas Hastings has wisely built himself a complete house and garden on the roof immediately above his office. From the street this house cannot be seen, so high is the building on which it stands, but from the house all New York with its North and South Rivers, its surrounding towns, its distant mountains and its islands out at sea, lie before him as a continual pageant. Here, in touch with his work and at the heart of civilisation to which all the time he is giving expression, this great American architect entertains the leaders of the world of letters and art in which he moves. He has, too, his own delightful country house on Long Island, illustrated in this number, which shows better than anything else the intimate and charming character of the best of his work; but it is as the great architect, living high up above his city, thinking out plans for other cities, moulding the old to better shapes and conceiving fresh beauty for new, that I like to picture him; as the leader and master of a group of disciples who can so claim the allegiance of every kind of artist that, working with him through fourteen strenuous days, he was able not only to conceive and design the great Victory Arch for the return of the troops, but also to supply in that time the full size models and to carry the work to completion. All artists have pleasures and pains in their life denied to ordinary mortals, but few have the added happiness and enthusiasm which great co-operate, creative work alone can give. This is Thomas Hastings' possession in a supreme degree.



IN THE GARDEN OF MR. HASTINGS' HOUSE.

PROVENCE

Fair green and silver country, with thy floor
Of flowers; thy lemon trees; thy terraced hills;
Thy Roman ruins, and old olive mills;
High hanging villages, and town-girt shore:
Land of the gentle, wandering troubadour—
Love-weary knight of song, whose memory fills
With shadowy cadences and ghostly trills
Thy roofless castles where he sang of yore;

Rare kingdom of the southern sun, in thee
The might of man is writ triumphantly:
Thy valleys and thy mountains are his home;
His pathways to thy loftiest secrets roam.
Despite the airy grandeur of thy frame
Thou liest fawning at his ankles—tame.

ADELAIDE PHILLPOTTS.

A GREAT HOME OF THE THOROUGHBRED

SIRES, MARES AND FOALS AT MAIDEN ERLEGH STUD.

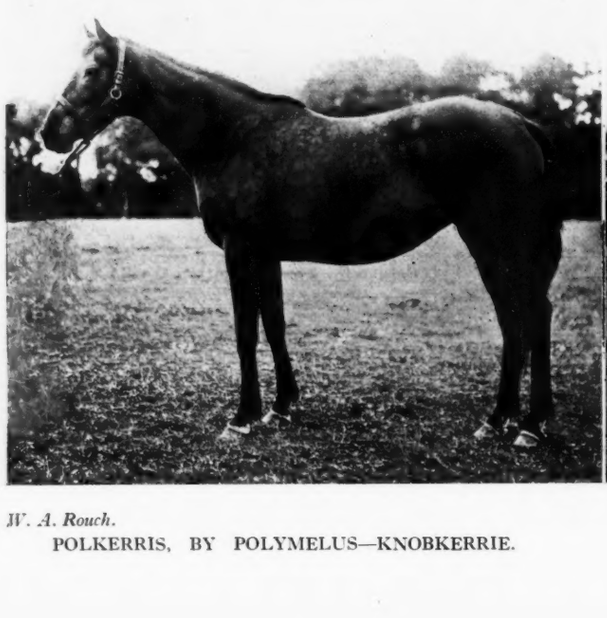


MARES AND FOALS: (*left to right*) LADY GLADYS, ST. MARIA AND POLLYOOLEY.

I THINK it would be quite a fair description of the Maiden Erlegh Stud, near Reading, the property of Mr. S. B. Joel, to say that it is the largest and the most distinguished of all breeding establishments in the United Kingdom. That statement must also be looked at from the point of view that this island of ours is beyond question supreme as the home of the thoroughbred horse, and it follows, therefore, that Mr. Joel is fully entitled to the very proud distinction of owning what must be the finest and most valuable stud in the world. If there be any challenger of the position then it must be his brother, Mr. J. B. Joel, with his very fine establishment at Childwickbury, where Sunstar has been the outstanding sire for some years. At Maiden Erlegh, however, Mr. Sol Joel has kept more stallions, which means that more mares must be maintained in season, and those sires have included Polymelus, by far the greatest sire of the present generation. I have no doubt that Mr. Joel will readily grant that it has been due to the great dominating personality of Polymelus that his stud is so world-renowned to-day.

The place under Mr. Joel's *regime* is only twenty-two years old, as he did not establish it, on purchasing the house and estate, until 1900. Since then the stud business, which has ever been a hobby and a delight, has expanded to an extraordinary degree. Among the first foals bred there was St. Denis, which ran third in St. Amant's Derby and afterwards won the Princess of Wales' Stakes of £10,000. Others quite easily recollected by those who followed racing and breeding at the time were Week End, Barnstormer, Coronation Reef, Wild Ride and Bitter Pill. Then as time went on, came Maiden Erlegh, winner of the City and Suburban and other races; Honeywood, winner of the Cambridgeshire; Sunder, a champion sprinter of his time; Polkerris, a great, fine mare which won the Coronation Stakes at Ascot; Pommern, Rivershore, Syndrian, Sundari, Pandion, Sun Angel, Racket, Soranus, Lacrosse, Napolyon, Longstop, Sicyon, Pondoland, Polyhistor, Fodder, and a great many others. Those were notable winners that Mr. Joel has bred for himself. I could, indeed, fill a page with winners that have been foaled at the stud from mares paying visits to the Maiden Erlegh sires, including of course, Polymelus. The fact that Polymelus has year after year occupied such a high place in the list of winning sires is proof of the fact that some of the best ones of recent years have been foaled at the stud.

Of those mentioned above the most notable is Pommern, winner of the Two Thousand Guineas in 1915, as well as the substitute races at Newmarket for the Derby and the St. Leger. Pommern is now holding high court at Maiden Erlegh, and I had entertained some conviction that this article would have borne some interesting references to a Derby won by Pondoland, the son of Pommern. However, the point, for well known reasons, does not arise. Had all gone well with Pondoland another story might have had to be told; as it is, Mr. Joel and his trainer will always presume that their colt was prevented from showing of his best by the troubles that beset him on the eve of the race, though, naturally, all observers in these matters may not subscribe to the view. The point is that, although Pommern's fame has not been enhanced in accordance with expectations through Pondoland, he is still so young and possessed of such splendid possibilities that he must inevitably take the high place so long occupied by his own sire Polymelus. It is almost impossible that he can be greater, and he may never be as good, but breeding, looks and performances on the racecourse speak most eloquently,



W. A. Rouch.

POLKERRIS, BY POLYMELUS—KNOBKERRIE.



Copyright.

SUN ANGEL, BY SUNDRIDGE—GUIDWIFE.

as also does the quality of his stock as demonstrated by Pondoland and others, and the future of this horse is most certainly assured.

Looking again at that little list of notable winners I have mentioned, one may recall those very fine sprinters, Sunder, a wonderfully fine specimen, in a physical sense, of the thoroughbred; his son, Syndrian; and another and younger and more than promising son in Sicyon, now a three year old. Polkerris was, as I have said, a very big mare, but all quality in spite of her size; the two things do not often go together, but Polkerris was an outstanding exception, and now at the stud she has done remarkably well in having bred Sicyon to the sire Sunder. Coming from two such bulky parents, there is no wonder that Sicyon is also a big fellow, but he also has that merit which his parentage was almost certain to bestow. Lacrosse and Napolyon were Brocklesby Stakes winners; Sundari and Syndrian were sprinters of the highest class; and only the other day we saw Fodder win the Dee Stakes at Chester.

Sprinting blood would appear to be present in superabundance, but that is because Mr. Joel has not been charmed by the idea of breeding from long distance horses. He may, indeed, consider that he had an unfortunate experience with Bachelor's Button, which, as history tells, brought about the only defeat in England of the famous mare Pretty Polly for the Ascot Gold Cup. He sent Bachelor's Double to the stud with very great hopes of him, but if ever a good racehorse was a failure—and a big one, too, considering the chances he had through commanding so many good mares season after season—then it was this horse. Now that he has long since been banished from Maiden Erlegh and his influence eradicated as much as possible, Mr. Joel may agree that the horse did throw back his operations as a breeder and the whole of the Maiden Erlegh Stud a number of vastly important years. Working for him, however, and most successfully, too, was Polymelus, who may be said to have founded the real fortunes of the stud, and the breeder must ever be thankful for the inspiration which made him decide to buy Polymelus when he came to be sold at Newmarket by auction before his racing career was ended. Think of the tremendous results which accrued from that greatest of all bargains in modern racing history. Polymelus proceeded to win him the Duke of York Stakes and the Cambridgeshire, the latter under a 10lb. penalty and in a canter at the unheard-of starting price for this race of 11 to 10 against. What the owner landed in bets over that Cambridgeshire may still only be known to himself, but it was a fabulous amount. I mention these facts because of the influence the horse has had in making the stud what I declared it to be at the outset of this article.

The first horse by Polymelus to win a classic race was Pommern, and in the following year came Fifinella, who won both the New Derby and the New Oaks at Newmarket in 1916. His filly, Cinna, won the One Thousand Guineas in 1920 and was then beaten a neck for the Oaks. His real Derby winner came along in poor ill-fated Humorist a year ago, and now he is getting old and the end of his career must be at hand in the ordinary way. But he must have a wonderful constitution, for I have thought him failing more than once during the last three years or so, and yet he has rallied and gone on producing high class horses. Mr. Rouch's picture accompanying this article is not a recent one of him, but something like it will inspire the statue which I understand will one day be erected to his greatness in the grounds of Maiden Erlegh. Pommern immediately sprang into fame on going to the stud, for Pondoland represents one of the first of his get. He has made up into quite an impressive stallion, full of fire and character and all that quality which has marked the stock of his sire. Mr. Joel may consider himself fortunate that he has such a worthy successor of the father to carry on the blood lines and maintain the prestige of the whole establishment. Possibly the best of the season's two year olds is by Pommern. I refer to the winner of the Woodcote Stakes at Epsom, the grey colt Duncan Gray from the mare Sybil Grey, bred and owned by that veteran,



POLYMELUS, FOALED 1902.



POMMERN, FOALED 1912.



W. A. Rouch. SUNDER, FOALED 1907.



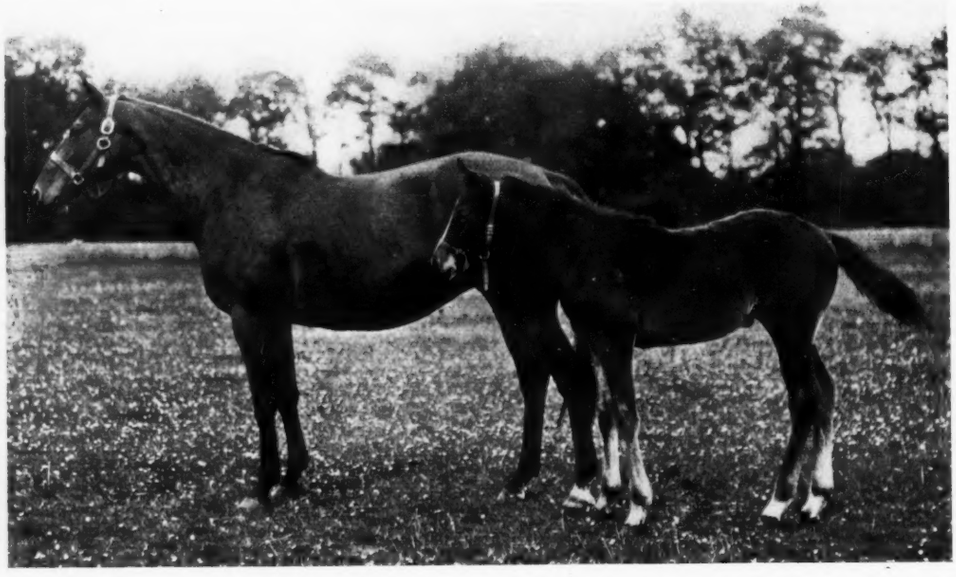
SYNDRIAN, FOALED 1915. *Copyright.*



DAPHNE AND FILLY FOAL BY POMMERN.



PHITIE AND COLT BY POLYMELUS.



W. A. Rouch. *Copyright.*

SHEELIN ACTING AS FOSTER-MOTHER TO THE COLT BY GAY CRUSADER—GOUROULI.

Sir John Robinson, of the Worksop Manor Stud. Duncan Gray does credit to his sire, for he has good size, attractive conformation, and his racing merit speaks for itself.

Other sires at Maiden Erlegh are Sunder and Syndrian, but Long Set has always been located at Polegate, a smaller stud on the Sussex coast where Mr. Joel has been accustomed to send his yearlings for a change of scene and grass. Sunder is now fifteen years old and was got by Sundridge from Divorce Court, whose first foal he was. Those who remember him in training will recollect him as a very fast horse that put up a series of impressive performances. He was a particularly powerful horse, with exceptional bone and substance. He has got lots of winners, especially in his early days at the stud, and Syndrian may be the best. He, too, was a mighty big horse when in training, and you can imagine how massive he seems as a stallion now. Sunder, too, got Sicyon, and, being from the big mare Polkerris, he is thus own brother to Syndrian. It is quite possible that the younger one is much the better of the two; at any rate he has only been beaten once, and that is something to say of one that has run seven times to date. It is quite clear that Sunder was well suited when he came to be mated with the daughter of Polymelus. I saw some of Syndrian's foals about a year ago, and I thought they were wonderfully good and promising for a new sire, just as I have heard nothing but praise for the first foals of another new sire at the stud—Buchan. As to that horse, however, I shall have something to say in the near future. Looking at a list of the owner's mares at Maiden Erlegh, I notice that a dozen of them were mated with Syndrian last year, and though this has been, on the whole, a disappointing foaling season through the very cold and rough weather right into May, there are some admirable Syndrian foals at the stud now.

All the sires mentioned were, of course, used for the list of

mares I have shown—no fewer than fifty-one of them. Only two outside sires appear to have been used—I am touching on the arrangements for last season. Pomerania, an own sister to Pommern, went to Sunstar, though it is an extraordinary thing that Mr. Sol Joel has never been able to get a good one from his brother's well known horse, though he has got so many high class ones for other people. The other mare to be mated away was Gourouli, the dam of Pondoland and, therefore, very valuable, which makes the loss of her all the worse to face. Gourouil went to Gay Crusader, and it was in foaling that she died this year. In the illustration you see the foal by Gay Crusader with the foster-mother, Sheelin, which had lost her foal by Syndrian about that time. The Gay Crusader colt, fortunately, took at once to the foster-mother and, as you can see from the picture, he has thrived. As the half-brother to Pondoland he is, of course, particularly valuable. You will also notice, in the picture of Phitie and her foal, Mr. Halloway, the very efficient and capable stud groom, who has had much to do with the success of the establishment.

Polkerris is a particularly big, but not unwieldy mare. She is the dam of the big fellows, Syndrian and Sicyon. Daphne, by Fugleman from Lauda, was a fair mare when in training, and now that she is in the paddock she most certainly looks the part. Her filly foal is by Pommern, this I believe, being her first foal. I like, too, the mare Phitie (sister to Poor Boy) and her very attractive colt foal by Polymelus. The mare was by Codoman from Philæ and, I imagine, was purchased in France, where she was bred, by Mr. Joel. Pink Clover has a typical Sunder foal with strong back and loins and plenty of bone. A favourite mare at the stud is Sun Angel, the dam of some smart ones in the past, including Soranus. She, too, is a big one in every sense, being by Sundridge from Guidwife. Her yearling of this year is named Gay Angela, by Gay Crusader. I may add that Pink Clover is the dam of Fodder. In the little group of mares, reading from left to right, there are Lady Gladys (the dam of Argo), St. Maria and Pollyhooley. Lady Gladys has a colt foal by Pommern, and St. Maria, who is a daughter of Sun Angel, has also a colt foal by Pommern. Pollyooley is a Polymelus mare and is the dam of a fair winner in Novel. She is shown with a colt foal by Syndrian.

These are just a few of the interesting mares with which the place is alive. One can spend a very happy and instructive day there going from box to box and paddock to paddock, comparing types and lines of blood and noting the promise of the young stock and the hopes they give rise to, especially, of course, among those who are responsible for their well being and are seeing them day after day until the time comes when they must obey the call to go into training for the very serious and strenuous business of the gallops and the racecourse. It is a wonderful and most fascinating business this breeding and rearing of bloodstock, and when you see grouped in one big whole so many representatives of the successful lines, and when you also meet in the flesh those that have contributed largely to Turf and breeding history, you must experience a certain thrill.

You meet again the sire or the dam of winners, and you recognise them, although dressed now in the negligé of the paddock rather than in the sheen and finish of the racing stable. Once they were returned gallant winners; now they are being given the opportunity to perpetuate their own greatness. These are your thoughts as you look on the notable sires and some of the better known mares. And it is because breeding is ever a mystery that every mare in the place can be regarded as a big possibility. For some of the greatest on the racecourse have had mothers in the paddock that had no claims based on actual racecourse achievements. Their own importance begins in the paddock, where they are far from the madding hurly-burly of the racecourse. That is why it is charming as well as always a privilege to see them in the privacy of such a very fine and splendidly conducted stud as Maiden Erlegh undoubtedly is.

The appended list will, I am sure, interest breeders, showing as it does the winnings of the stock of Polymelus from his first year at the stud. The war years of 1915, 1916, 1917 and 1918 should be taken into account, for there was a minimum of racing, whereas in ordinary years his winning figures would at least have been trebled, I venture to think.

Year.	*Amount won in Stakes.*	*Year.*	*Amount won in Stakes.*
1911	£1,437	Brought forward ..	£81,974
1912	7,302	1917	7,369
1913	9,809	1918	12,198
*1914	29,607	1919	22,654
*1915	17,738	*1920	39,704
*1916	16,081	*1921	34,397
Carried forward ..	£81,974	Total	£198,206

* Head of the winning sires' list.

PHILIPPOS.

SIR ARTHUR QUILLER-COUCH'S LECTURES

Studies in Literature, by Sir Arthur Quiller-Couch. (Cambridge University Press.)

IT is evident that Sir Arthur Quiller-Couch has become much more of a teacher since he joined the University. He has hardened in his ways, and when we say that we only mean that he has grown more and more of a teacher. If we were writing on his individual characteristics it would be to dwell on that happy unconventionality which has won for him the friendship of all with whom he has come in contact. His method, then, is in the highest sense of the word educational. This does not imply that he is intent on filling the mind of his hearer with facts or even with opinions. There can be no doubt that he very often evokes dissent, but then his aim is not to make converts, but to stimulate thought. He may have won his greatest success in the man who most strongly repudiates his judgment. Take, for example, the judgment he passes upon the poets who came after Chaucer. William Dunbar he describes as a "wandering scholar, mendicant and minstrel." Surely Dunbar was much more than that! His mendicancy was only that of the courtier of his age. He says, "Dunbar is, above all things, a colourist"; but how that can apply to the "Lament for the Makaris"—in the opinion of many the finest of his poems—one cannot see. Dunbar was an admirer of Chaucer, as all the poets of his age were, but in temperament and character he was much more the predecessor of Robert Burns than Chaucer's disciple. The only strictly Chaucerian poem attributed to him is "The Twa Marrit Wemen and the Wedo," but it is doubtful whether he wrote a line of it. "The Lament," "The Thrissill and the Rois" and all his lyrics are miles away from the "Canterbury Tales." Yet one would not exaggerate that criticism in view of the fact that nothing can be more engaging and delightful than Sir Arthur's examination of Chaucer's life and his most discriminating study of his poetry. Many who are old will wish that they were young again in order that they might have the opportunity of having the charm and quality of Chaucer expounded to them by such a teacher. Only one who is steeped in the interest of life as well as in that of literature could be so inspiring.

The essay on the Victorian age is certain to receive profound attention. The author warns his readers not to think of literature in periods, because the birth and death of any personage never yet synchronised with the beginning and ending of a period in literature. At any rate, the test of a period is to be found in the advance it made, and Sir Arthur reminds us "that the period, with its railways, steamships, machinery in general—its telegraphs, telephones and general harnessing of electricity to the service of man—its taming of wildernesses to grow human food—its discovery of the internal combustion engine prefacing not only revolution of traffic by land and water, but conquest of the very sky," must be admitted one of scientific activity and even explosiveness. Other instances come to the mind at once. At the beginning of the reign of Queen Victoria education in England was at a very low ebb. By the end of her reign it had advanced in every direction, but particularly among the poor. That was a mental advance and beside it was a great advance in the healthiness of living. In the early years of Victoria's reign the country was scourged by quickly returning visits of diseases like smallpox and the various fevers which are due to bad sanitation. The English village was a collection of houses each of which had its midden close to the door. Vaccination had not been made compulsory. It is a very enlightening fact that to-day an argument often arises as to whether the victory over smallpox has been due to vaccination or the vast improvement in hygienic conditions. Judging by the test of progress, therefore, the Victorian era will compare favourably with any period that has gone before it and with that which is following in its wake.

The other subjects of Sir Arthur's lectures are Byron, Shelley, Milton and Antony and Cleopatra. The Byron lecture was delivered at Nottingham, inaugurating a "Byron Lectureship."

He is stimulating even when discussing Byron, but to take, almost at random, a piece that he quotes with approbation, how does he answer the criticism that this is not poetry but rhetoric?

> The Sword, the Banner, and the Field,
> Glory and Greece around me see!
> The Spartan, borne upon his shield,
> Was not more free.

Awake! (not Greece—she *is* awake!)
Awake, my spirit! Think through *whom*
Thy life-blood tracks its parent lake,
And then strike home!

My Moorland Patients, by R. W. G. Bishop, M.D. (Murray, 12s.)
THERE is a famous passage in a letter by William Blake, written during his stay in a little coast village of Felpham. He says that he likes the place; that here the windows of Heaven are less obscured than in London; and that, walking by the shore, he often met Homer, Dante and Milton, "majestic shadows, superior to the common height." The figures that move across the Yorkshire moors in these pages, solitary and majestic, with the incommunicable dignity of the peasant, recall Blake's vision. Dr. Bishop, garnering his lifelong intimacies with the moor folk, shows us these figures "hewn in a wild workshop, with simple tools, out of homely materials"; figures, savage, swart and sinister, "but moulded with at least one element of grandeur—power"; figures strong as the moorland crag, yet beautiful as the crag is beautiful for the colouring of mellow grey and for the moorland moss and fragrant bells of heather that grow beside it. We have turned to the incomparable words of introduction written by Charlotte Bronte, for "Wuthering Heights," because they alone seem to us adequate to convey the spirit of this book. Here is the quintessence of fifty years of friendship and service among the country folk. "Dwellers in towns, like stones in the pot-holes of a river bed, have all their edges and peculiarities rounded off," writes Dr. Bishop. There was no rounding off for the edges of his patients; and the life of a Yorkshire doctor is, as he says: "So rich in human problems that he can never be dull." Difficult of appreciation, the Yorkshireman is also difficult in apology. Two ladies, driving alone across the moor, could hardly pass a carter in a narrow track. He became exceedingly abusive; and in response to a letter of complaint, he was sent by his employer to apologise: "When he arrived he was shown into the ladies' presence, and at once remarked: 'Ah think ye be the two laadies Ah toad to gan to Hell t'uther daay.' 'Yes, we are,' they replied. 'Well, ye've nae 'casion,' was the very curt apology." These pages are a gold mine of Yorkshire expressions. "A bauboskin bowdykite" is a fat, lazy, good-for-nothing wanderer. "Ah war i't'ditherum-dotherums awl t'daay, and ah war narkey," explains that a patient had been feeling depressed and bad tempered. A "shaffle-toppin', niff-naffing about" describes an unreliable, idle girl. A folk accustomed to speech built on these generous lines may well resent having to "knick-knack" their words for southron ears. If there is a fault to be found with these pages it is that, full as they are of pungent and lively humour, redolent of the air of the moors, it is the dark and terrible traits of moorland character that predominate.

Eton and Harrow at the Wicket, by F. S. Ashley Cooper. (St. James's Press, 15s.)

"What is it? Forty, thirty more?
You in the trousers white,
What did you come to Harrow for
If we lose the match to-night?"

Those famous lines of Bowen's indicate the spirit in which this book should be read if the fullest measure of enjoyment is to be got out of it. It may be a painful pleasure. A great many people who are old enough to know better find the watching at Lord's unbearable, and even to read some of the old scores is almost too trying. To old Etonians it will seem once again impossible that those tremendous figures, F. S. Jackson and A. C. Maclaren, can ever be got out. To Harrovians the fall of the wickets in Fowler's year will be punctuated by horrible, exultant yells of triumph. After these agonies it is restful to turn to the pages wherein is much attractive lore about the earlier cricketers. Things that happened long ago lose their sting, and Harrow can read with no more than a gentle amusement of the antics of Mr. Anson of Eton in 1838. "Anson, whilst batting, threw up his left hand as if something were wrong when Russell began to bowl to him, the object being to baulk the bowler. The action was repeated several times, and at last Russell threw the ball at Anson's head. In addition, whenever a ball passed his wicket, Anson pirouetted on one leg round the stumps, as a sign of joy." What an agreeable account is that of Charles James Fox: "When past five and fifty, and as much older than his years in body as he was younger in all else, he never failed to run himself out, amidst the reproachful cries of spectators, to whom it seemed a miracle he could run at all." Then we find Gray writing of his Eton contemporaries, Bedford and Sandwich: "They are statesmen. Do you not remember them dirty boys playing at cricket?" There is, too, a letter of Byron's as to the match in which he played. Early cricketing history has apparently been better preserved at Eton than at Harrow, but there is no illustration in the book so engaging as the picture of William and John Mason playing cricket at Harrow in 1772. In the appendix is a collection of songs and poems, including several of Bowen's, and some pedigrees of cricketing families—the Lytteltons, of course, the Crawleys, the Hoares and perhaps most interesting of all, two which intertwine, the Butlers and the Walkers of Southgate. All cricketers love statistics and old memories, and Mr. Ashley Cooper's capital book should appeal to many besides those who were bred at the two schools.

An Order to View, by Charles Marriott. (Hutchinson, 7s. 6d.)
UNLESS you are of those readers who care only for predigested fiction, *An Order to View* must give you the satisfaction that only a fine and distinguished book, full of humanity and understanding, can. The chief character in it is one James Wedmore, an architect, who has won the prize offered by Sir John Pumphrey for a design for the technical institute which he is presenting to Barstow, his native town. One thing has led to another, and at the beginning of the book Wedmore is already settled in Barstow, flourishing under Pumphrey patronage and engaged to Sir John's splendid elder daughter Hilda. "An order to view" a small country house which his *fiancée's* father may possibly buy them for a wedding present brings Wedmore into touch with a brother and sister, Martin and Beatrice Woodruff, who represent the very antithesis of all that the Pumphreys stand for. Wedmore is a man of a complex personality who does not understand himself very well, though he is conscious of a cleavage between different phases of his character, what he describes as his "basement" and his "upper storey," which often make it difficult for him to move in a given direction with a complete self-approval. He is out of harmony in himself, and the book is the story of how the sudden love for Beatrice Woodruff which sprang up at the first sight of her, which he distrusted as a temptation of his lower nature and denied as an infidelity to Hilda, ultimately proved to be that which brought his jarring impulses into perfect accord. The description of society in Barstow—which I should guess to be Bristol if it is indeed of a real city—are very enjoyable, and Wedmore, the Woodruffs, Hilda and her parents are all excellently seen and displayed. *An Order to View* is very well worth reading: a certain intangibility there is about it which makes it difficult to summarise; while it may spoil the interest of some people accustomed to the "yea, yea" and "nay, nay" of the omnipotent novelist, it will but express for others the mutability of the stuff of which we and all our thoughts are made.—S.

Dormant Fires, by Gertrude Atherton. (Murray, 7s. 6d.)
MRS. ATHERTON'S picture of Society in San Francisco in the last quarter of last century, with delightful crinolined ladies and kettle-drums and dances and Bret Harte to be met at garden parties heightening the effect of reality, is, it goes without saying, excellently imagined and told. The triumphant entry into this *élite* circle of popular Dr. Talbot's young bride is the book's first scene. It contrasts sharply in its pleasant bustle and self-conscious refinement with the later part of the book, when Madeleine, weary of her husband's attitude towards her as a beautiful chattel on no account to be regarded as possessed of an intellect, comes, innocently enough, to love a man who will love her as she wants to be loved, and when scandalous tongues separate their lives and Langdon Masters accepts Dr. Talbot's ruling that he must leave San Francisco in order to save Madeleine's quite unjustly tarnished reputation. This means the ruin of his career as well as the loss of her society, and Masters, a perverse genius, literally throws himself to the dogs. It is after Madeleine has heard of this that the book becomes both painful and distinctly poorer in its quality. Madeleine's nature, hidden under charm and social grace and complaisant sweetness, is passionate and emphatic, rather than calm and self-controlled: if Masters is in the gutter for love and loss of her she will bring herself down to his level; the worst streets of San Francisco and New York are the scenes of her degradation, and the reader who wishes to hear the end of the matter will have to endure unsavoury company before it is reached. Mrs. Atherton succeeds in keeping the reader's sympathy even at the worst, but a woman who, while forced by her religion to hold suicide a deadly sin, yet tries deliberately to drink herself to death is too near insanity for her story to make pleasant reading, or even a very general appeal in spite of its accomplished if dispassionate presentation.

Romances of Old Buckinghamshire, by Theodora Roscoe. (The Hillingdon Press, Uxbridge, 1s.)
IT would be all to the good if someone could be found to do for every county what Mrs. Roscoe has done here for Buckinghamshire, always assuming that someone could be found to do it as pleasantly. There cannot be an English county which has not its share of noble and tender stories, but for the most part we move on unaware of the legacy of inspiration which they have left us. The wooing of gentle Mary Ellis by the Quaker Thomas Ellwood, Sheridan's idyll with his Elizabeth beneath the trees of Burnham Beeches, William Penn's marriage, Beaconsfield's rash declaration written at Bradenham, "I never intend to marry for love," and its retraction, and the lovely friendship of Cowper and Mary Unwin are the themes of Mrs. Roscoe's five stories. She has wisely written these in the simplest fashion, without sentimentality or painful erudition, and equally without any condescension, and her little book will heighten for many of us the beauty of a beautiful countryside.

Joanna Builds a Nest, by Juliet Wilbor Tompkins. (Page, 3s. 6d.)
A DELICATE and human little love story; a good deal of fun chiefly at the expense of the heroine's adventures with "helps" and "odd" men, and a great deal about the conversion of a little country house from uncomfortable ugliness to beautiful comfort are the materials of *Joanna Builds a Nest*. It is illustrated with silhouettes—very charming but not very much like what the letterpress would lead one to expect—of Joanna and her lover and jolly little plans of the house as it was and as Joanna made it, which impart a tremendous air of reality to the whole. A difficult book to place and the lightest of light reading, it has yet a charm and individuality of its own which will make it well worth getting from the library. Mrs. Roberts, the help who did not help, will be recognised with delight by many people, for her type flourishes as splendidly here as in America.

BOOKS WORTH READING

The Conquest of New Granada, being the Life of Gonzalo Jimenez de Quesada, by R. B. Cunninghame Graham. (Heinemann, 15s.)
14,000 *Miles Through the Air*, by Sir Ross Smith. (Macmillan, 10s. 6d.)
The Pomp of Power. Anonymous. (Hutchinson, 18s.)
Letters to Somebody, by Sir Guy Fleetwood Wilson. (Cassell, 7s. 6d.)
Lost Ships and Lonely Seas, by Ralph D. Paine. (Allen and Unwin, 18s.)
My Discovery of England, by Stephen Leacock. (Lane, 5s.)

GOLF.

Golf, by Cecil Leitch. (Thornton Butterworth, 10s. 6d.)

VERSE.

The Shepherd, by Edmund Blunden. (R. Cobden-Sanderson, 6s.)
Poems, by Isaac Rosenberg. (Heinemann, 6s.)
Poems, by Muriel Stuart. (Heinemann, 3s. 6d.)

FICTION.

Spinster of this Parish, by W. B. Maxwell. (Thornton Butterworth. 7s. 6d.)
Mr. Ambrose, by C. E. Lawrence. (D. O'Connor, 6s.)
Bill the Bachelor, by Denis Mackail. Heinemann, 7s. 6d.)
Messer Marco Polo, by Donn Byrne. (Sampson and Low, 6s.)

AT THE INTERNATIONAL HORSE SHOW



ANXIOUS MOMENTS: WATCHING THE JUDGE RIDING A COMPETITOR'S HORSE DURING THE JUDGING OF THE NOVICE HACK CLASS ON THE OPENING DAY.

This year's International Horse Show at Olympia is not only remarkable for the quality but also for the great number of the entries, particularly, perhaps, in the harness classes. For example, there are ten tandems competing, as against only one or two last year. The hack classes are strong, as are also the jumping entries. The Show, which closes to-day, rather lacks in the spectacular event. It was, perhaps, difficult to find a subject of such interest as the display of old-time vehicles of last year.

ENCAENIA & LORD CREWE'S BOUNTY

OXFORD Commem. week, this day descended upon some of the younger and more fortunate of us, together with May week, is surely the last occasion when those who participate wish to trouble themselves with the origins, reasons for and antecedents of its delights. There is a time to be intelligent, and Commem. is not that time, diversion standing at a premium. The plodding student throws aside his gown, the pedestrian Don some of his self-respect, and changing sub-fusc for subtropical attire, they leap and gambol for the joy of being, for a few days, human, if not animal. He would meet, you may say, but with jeers who enquired of some merry party of Commemorators what it was they were so blissfully commemorating, as if he had asked a butterfly for his impressions of the chrysalis. Like the peris in "Iolanthe," their reply, if any, would be:

> Tripping hither, tripping thither,
> Nobody knows why or whither,
> We must dance and we must sing
> Round about a fairy ring.

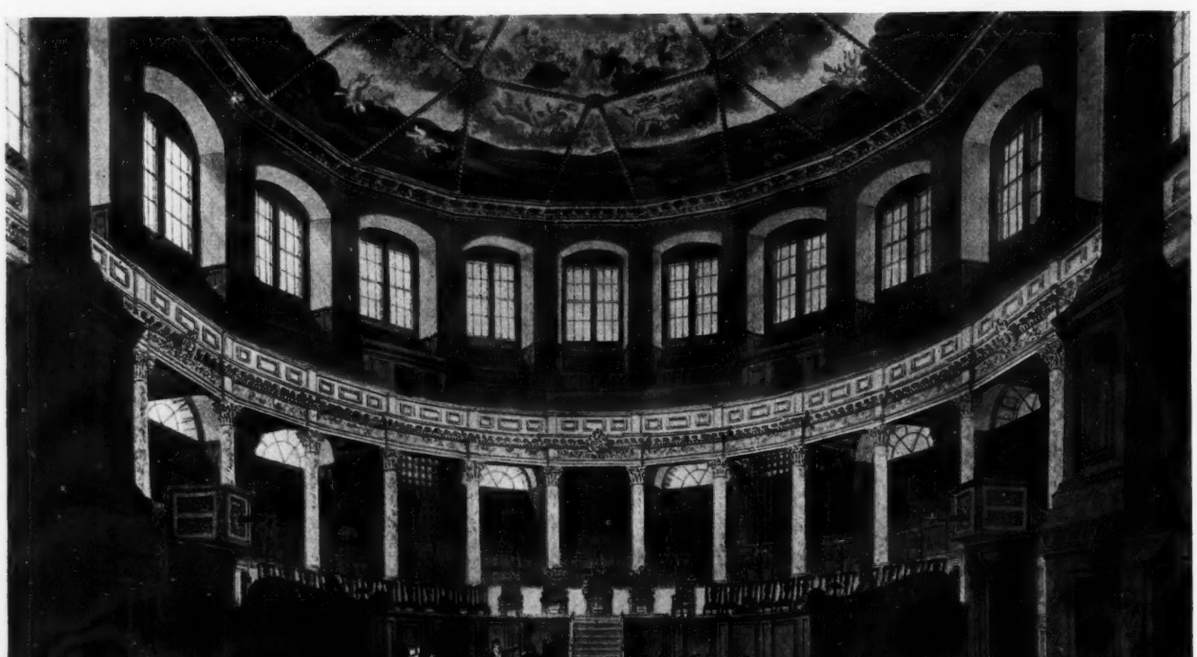
That is just it. Although the young ladies and gentlemen who stroll enraptured among the myriad pinpoints of light in Tom Quad do not know it, they are carrying on the traditions of the fairies; that is to say, the Saturnalian rites of heathendom. It was a Bishop of Oxford who, having enquired into rewards and fairies, triumphantly concluded:

> By which we know that fairies
> Were of the old profession.
> Their songs were Ave Maries,
> Their dances were Procession.

Only, as he lived in the seventeenth century, the bishop's imagination was possessed with Christian, rather than heathen, Rome. The great Pope Gregory it is to whom we Englishmen owe Commemoration week, for he provided that the *encaenia* should still continue in churches, as they had for so long in temples, upon the pretext of commemorating the dedication of each particular place of worship. And thus *encaenia*, which, as Spelman, a seventeenth century writer, justly remarked, "Aedem sunt quae upud ethnicos paganalia dicebantur," became sacred demonstrations of thanks and praise for benefits conferred. On the eves of these thanksgiving days were held "wakes," still to be found in Ireland; and even in England, when the actual service of thanksgiving had been forgotten, the more memorable wakes continued till the High Churchmen of the 'seventies stamped them out. These were, so to say, the bank holidays of the sixteenth and seventeenth centuries, when the Church held the important position in men's minds now occupied by the Bank. Normally held upon the green, in foul weather, as they were church festivals, their merry-making was transferred beneath the roof of the church. Good King Charles the First, who, though he is never called the merry monarch, yet did more than any other sovereign to support the cause of "all neighbourhood and freedom, with manlike and lawful exercises," went so far as to issue a Declaration of Sports, sanctioning them upon Sundays, "after evening prayers ended, and on holidays," ordering Justices of Peace and Assize to prevent Puritans and precise people lest they should

> Compound for sins they are inclined to
> By damning those they have no mind to.

In Oxford, as Antony Wood remarked, "beyond all memory" the disputations and speeches in which mediæval scholars found a precarious relaxation, known as "The Act," had been held in St. Mary's Church, and Archbishop Laud had sanctioned such usages. But at the Restoration, when the festivities were revived, this "profanation" of a church appeared to the High Church party, not as a good old relic of the social side of Christianity, but as comparable to the sacrilegious abuses carried out by the Independants during the wars.



THE SHELDONIAN THEATRE.

Thus in 1663 it was decided to build a theatre for the special accommodation of *encaenia*, and Archbishop Sheldon subscribed £1,000, Dr. Christopher Wren made out designs and all seemed well. Unfortunately nobody else subscribed, and Sheldon, greatly to his annoyance, but also to his future fame, found himself obliged o pay the whole £25,000, which so disgusted him that Evelyn states, "It (the theatre) was never seen by the benefactor, my lord archbishop having told me that he never did or ever would see it." A case of pique.

Evelyn gives a very detailed account of *encaenia* when he himself received an Honorary Degree in Law in 1669. Early in the previous winter Pepys had inspected and approved

Sergeant-Painter Streeter's paintings for the theatre, and when it was solemnly opened in 1669 the ceremonies continued for seven whole days, lectures, Acts, dialogues, sermons, speeches, panegyrics, poems, the ribaldry of the "Terrae filius" (the University buffoon) and "music art, vocal and instrumental above in the corridor gallery opposite to the Vice-Chancellor's chair," filling up the time.

How the ladies were expected to, and did, sit through these interminable orations it is astounding to contemplate, but from that time onwards *encaenia* has grown shorter and shorter, the time saved being spent in more salutary and enjoyable recreations than sitting in a stuffy theatre; spent, in fact, in the revival of the mediæval "wakes," which, without straining, are a direct descendant of the junkettings of Pan.

Among the more servile and disreputable ecclesiastics of the later seventeenth and early eighteenth centuries Nathaniel, Lord Crewe, Bishop Palatine of Durham, is fairly certainly the worst. He bought the see from Nell Gwynne for £6,000, and by dint of trimming, steering about and bribing, he succeeded in wearing his mitre for exactly half a century. He was the fifth son of John, Lord Crewe of Stene, Northants, an eminent Royalist lawyer, and in his younger days was Rector of Lincoln College. In 1697 he succeeded to the title, and in 1722 he died without issue, leaving his considerable wealth partly to Lincoln College and partly to New College, the interest on which latter bequest was to be spent in an annual festival. Till 1750 the members of New College enjoyed the exclusive benefit of this, but in that year the Fellows transferred it to the University to defray the expenses of "a musical and miscellaneous entertainment in honour of its patrons and benefactors." So now, after the ceremony of *encaenia*, the Chancellors, Proctors, Doctors, Censors, Wardens, Presidents, Provosts and Deans, together with wives, daughters and others of the momentary faery population, adjourn in a body to All Souls College, and there, assisted by all the most eminent "scouts" from the various colleges, with a number of ex-butlers turned landlords, partake of Lord Crewe's Bounty.

But few of the young women who go up to commem. have ever heard of this *encaenia*. To them it is merely an opportunity for dancing, and the College Balls are the most recent, if certainly the most suitable, addition to the festivities. At first, in the 'seventies, balls used to be given by members of colleges at the Corn Exchange (now the Town Hall), while the earliest detailed reference to a ball at Christ Church is 1890, in which reference is made to a ball held in college in 1885. Thus this season of festivity, which through the ages has taken on so many forms, at length has returned to something very like its original significance, and we will wish this week's Saturnalia fine weather, lest the wine become watery and Cupid's wings unstuck.

CHRISTOPHER HUSSEY.

THE UNSOLVED MYSTERY

"NEVER up, never in," "The hole will not come to you," "The ball maun be hit"—these and other respectable and established maxims of the putting green I repeated to myself in the train to Walton Heath last week, half wondering whether I should ever say them again, or whether they would one and all be disestablished before the day was out. I was on my way to see the putting competition promoted by the *News of the World*, and it might be that I should see some new putting genius who would entirely revolutionise the art. On the whole I fancied that I should not see one, nor did I err. I saw some very good putting and some very bad. There was much that was interesting, but nothing to alter one's preconceived notions.

We have all heard of the famous billiard player—possibly apocryphal—who said that were he to take up golf he should first practise putts for a year or two "till he had made sure of them," and should then learn the other strokes. Well, the spectators at Walton had half a hope that this billiard player, tempted by the very handsome prizes, might have been practising in secret, but he did not materialise. Again, there might be conjurers. A man who can balance two or three billiard balls on the top of one another on the tip of a cue ought to be able to perform almost any miracle with any kind of ball: certainly he ought to be equal to the simple task of knocking a small ball into a comparatively large hole at a range of 6yds. Or perhaps he might discover some means of lofting it straight into the hole by the "all air route." Alas! there were no Cinquevallis among the competitors. There were scarcely even any eccentric putters. Were I a really competent journalist I should invent somebody who turned his back on the hole and putted between his legs, or someone else who putted kneeling like the charming little Dutch boy in the Flemish Book of Hours at the British Museum. Being, however, only a dull and reasonably truthful person, I must say that practically everyone putted like an ordinary Christian in an orthodox attitude with a common or garden club. Kinch, the Woodcote Park professional, who won with a very excellent score, did nothing that we could not all of us do, though, in fact, we do not. He had one careful, but not exaggeratedly careful, look at the line, stood up to the ball and hit it—*voila tout*.

Putting is not, of course, wholly a matter of inspiration. The man who has a sound method will nearly always putt better than he who has not; but after watching this competition I am, if possible, more certain than ever I was of one thing, namely, that no eminent billiard player or juggler, however much he practises, will ever "make sure of them." Least of all will he make sure of them on the greens at Walton Heath, excellent though they were. What he might do on greens perfectly flat and perfectly true I do not know, but there are no such greens. Braid had cut the holes in entirely fair—nay, sometimes in kindly—places. One or two of the short putts, the one and a half yarders, were downright easy—at any rate, if you knew them. "Keep on the left-hand lip and you can't miss it," the great James whispered to me on one green. But, and it is a big but, every single putt, whether 6yds. or 1½yds., had a borrow in it. There was never a dead straight, flat one. In these circumstances Kinch's feat of holing fourteen of these so-called short putts running and seventeen out of the whole eighteen was a truly remarkable one, for the cumulative strain must have been considerable. We all know how in an ordinary game we feel that we cannot go on holing out the nasty, dubious ones. After a very few our imagination always beats us. To miss only one out of eighteen, with a prize of £100 in the offing, was wonderful work.

Kinch's score was 50, made up of seventeen short putts at two points each and four long ones at four points each. Job, who tied with him, to lose on the play-off, had six long ones in and thirteen short ones. Both were enviably good bits of putting, but there can surely be no doubt which was the better. The winning score was eight points higher than that predicted by the local oracle, Braid. His prophecy was 42, to be made up of four long ones and thirteen short ones. In the matter of the short ones he was exactly right in Job's case, but he did not allow for such brilliancy in the long ones. As regards Kinch he was right about the long ones, but wrong about the short ones. Taylor, I believe, arrived at exactly the same prophetic conclusion of 42, but made up the total rather differently. The "possible" score was, of course, 108, but, equally of course, there was never the remotest chance of anyone accomplishing it. If there were, the rules of golf would have to be changed. Personally, I am inclined to think that the competition would have been rather more entertaining if the longer putt had been 4yds. instead of 6yds. Those two extra yards make a lot of difference. At 6yds. as a rule one thinks chiefly of lying stone dead, but at 4yds. one feels that there is a real chance of holing.

On the whole the competitors did not take a very long time in studying their putts. They acted on the maxim "Miss them quick." One sees people so terribly deliberate over putting in a serious golf match, but one rather imagined, on the *a fortiori* principle, that in a contest consisting entirely of putting they would take longer still, but it was not so. I have invented an explanation for this, which I will give, whether sound or not. In an ordinary match we sometimes arrive on the green a little hot and flustered. We have been taking comparatively violent exercise, possibly with the niblick. So we look at the line from both ends and pick up non-existent obstacles in order to give ourselves time to cool down and feel ready to strike. In this putting competition the players had only a leisurely walk from green to green with no exhausting adventures, and so were the sooner prepared to putt. The winner himself set us all a capital example as regards quick and yet unhurried putting. I know—painfully well—that if I for one could emulate it I should not have watched in vain.

BERNARD DARWIN.

CORRESPONDENCE

SAILING A BOAT ON SEVERN.

To the Editor.

SIR,—When the great tides change a channel twice a week one needs a rough-and-tumble affair, no expensive toy, to get fun out of Severn. If there are shallows on the left hand, stones and stakes on the right, and a sand-bank somewhere, one's pleasure is spiced, and always a furious gust may come down from left of Barrow Hill. But there are orchards and spits of pasture, far Cotswold with white scars to look at, the best clouds in England, and a chance of elver fishing at the equinoxes; to say nothing of eeling in summer. If one lays lines one may catch flounders also, and mullet, having been trapped by receding water, are also known to have tasted well in that one happy village. The best game, however, is to have gone up-river on half-tide as far as impetus went, or on the stillness even of meeting tide and current, and then to return in comparative certainty, with above-Newnham in sight and a head wind of which the return of water makes no account. This is, indeed, worth doing, though the baler be almost more in use than the rudder. The chief trouble is that this side of the river there are many stones, on the other smooth sand enough, but one does not wish to be ferried across to one's boat—the thing seems absurd—and in big tides the anchor drags; but there is no non-chargeable way of managing the affair: Cheapest often to purchase an empty barrel and float out to the boat in that. River dangers are not serious; river worries not too many to prevent pleasure. Almost always one can sail, save in sultry summer, and the sight of bank objects always delighted myself. One likes to see Wick Farm draw itself out of line of the landing-stage. Food and drink are easy to obtain. One can never be becalmed, and there are explorations on the hither shore one does not get at proper sea sailing.—J. B. GURNEY.

THE GROWTH OF ILEX.

To the Editor.

SIR,—Could you give me some information as to how long it takes to grow ilex (Mediterranean oak)? This oak grows luxuriantly in the Worthing district; it is a delightful plant, giving a slight reminiscence of the olive woods of Italy, but I am told it is of slow growth. I should appreciate any information you can give me, and if it is plantable as a fair size tree. Again, what soil does it want, etc.?—SUSSEX.

[The Mediterranean evergreen or holm oak, Quercus ilex, is a tree of moderately quick growth, especially in warm, light soils, although in the West of England excellent specimens are to be seen growing in strong loam. It is hardy in our Southern and Western Counties and in the South Midlands. The heavy dark foliage and handsome growth characteristic of this oak make it a very desirable tree. From the point of view of beauty it has but one drawback. It is rather unsightly in spring, when the old leaves discolour prior to shedding, giving the tree a rusty look. These leaves, during May and June, when they fall, are a great nuisance in gardens. They shed over a long period and are slow to decay, so are useless for leaf-mould. The holm oak makes little fibrous root and must be transplanted when quite young, preferably from pots. It should be raised from acorns (not grafts), which, as a rule, are produced very freely. Seedlings allowed to grow where sown make very rapid progress. It is not a bad plan to sow half a dozen or more acorns *in situ* and gradually thin them to one as growth progresses. The thinning should not be hurried unduly, as the young trees help to nurse one another. Six or eight-foot rods cut from the butts of young saplings are excellent for beating carpets and such like.—ED.]

AT WOOTTON WAWEN.

To the Editor.

SIR,—Your Summer Number has a picture of a doorway at Wootton Wawen. You mention Shenstone, the poet, as being familiar with that part. Was it not Somerville, the author of "The Chase" and other poems?—G. W. BALL.

[Somerville was born at Edston Court, a mile distant from Wootton Wawen, and no doubt was familiar with that village. But Shenstone was a friend of his and frequently visited Somerville. We, by inadvertence, referred to the doorway in question as in Gloucestershire—a slip that our correspondent was the first to make—and which we apologise to our readers for not having corrected.—ED.]

RUSHBROOKE HALL IN DANGER.

To the Editor.

SIR,—It will be of interest to your readers, though it will at the same time give them cause for a very real sense of melancholy, to learn that the new owner of Rushbrooke Hall, near Bury St. Edmunds, is now seriously considering the demolition of that building. My Committee is informed that unless a definite proposition is made by it the owner will have no other alternative than that of laying bare the earth which this building now so gracefully covers. This Society of itself can do nothing to save this house. Its too slender resources are already devoted to other purposes. Is there anyone among your readers who can come to the rescue?—A. R. POWYS, Secretary, The Society for the Protection of Ancient Buildings.



The east wing.



The moat.

RUSHBROOKE HALL: THREATENED WITH DEMOLITION.

THE RULE OF THE ROAD: ITS ORIGIN.

To the Editor.

SIR,—The correspondence on "The Rule of the Road" in your recent issues from April 22nd ult. is of interest. But none of your correspondents has given the origin or reason concerning this road law, which has been observed from ancient times. It is said to date from Norman days, and the rule of the footpath originated earlier still—from Saxon times; and it appears that what was only observed as a custom by our remote ancestors is now merged into a by-law. The rule of the road, to keep to the left, dates from the days when no one trusted his fellow-man, and when riding on horseback it was made customary and for safety of the person that horsemen should meet each other with the right arm on the off side in case of a treacherous attack. This road rule was rigorously observed during the Wars of the Roses—in case Yorkist met Lancastrian and *vice versa*; and when tilting at the tournament—a Norman custom introduced into England—the antagonists charged to the left when going to attack, thus observing the rule of the road. To keep to the right when walking—the rule of the footpath or pavement—dates from the cut-throat Saxon days and when the custom was thought necessary for every man to wear a shield on his left arm to ward off a treacherous blow when passing or meeting an apparent stranger who might be friend or foe; for it was the period that, as Strutt informs us, while a man was in the act of drinking he was at the mercy of his fellows, and therefore would not trust himself unless someone stood over him to protect his life. Strutt illustrates this in one of his plates of his "Historical Treatise on the Manners and Customs of the Anglo-Saxon Period of England": there we see one man drinking, another pledging him—that is, standing to protect him with a drawn knife or dagger. Hence the "keep to the right" rule when walking, with a shield fastened to the left arm, was adopted as a custom. Your correspondent is right who stated in your issue of May 13th that the Highway Act of 1835 makes it an offence for a driver of any vehicle to pass or overtake another driver on the near or left side of the road, inasmuch as recently as May 4th a Cheltenham tradesman for riding on the wrong (*i.e.*, *left*) side of the street was fined 10s. and warned against any further offence. By the way, the new proposal that the rule of the pavement should be changed, and that foot passengers should keep to the left instead of the right, is opposed by Sir J. W. Nott Bower, Commissioner of Police for the City of London, who states that keeping to the right has been an established custom from time immemorial, and suggests that if the rule were changed many would continue to follow the old custom, with disastrous results.—HERBERT BURROWS.

CHARLES I PEWTER DISH.

To the Editor.

Sir,—It may be of interest to place on record the fact that the Wisbech Museum possesses a pewter dish which appears to have formed part of the same service as the example from the collection of Mr. A. B. Yeates figured in Mr. de Navarro's article in your issue of June 10th, page 805, Fig. 5. Our specimen is 20.3ins. in diameter; the design of the centre and the inscription appear exactly to correspond, though there may possibly be some slight differences in the design of the border, the details of which are not very clear in the reproduction. The letters I E which appear at the top of your figure also occur in our example. We should be very pleased to obtain further information respecting the provenance of these dishes.—L. A. Curtis Edwards, The Museum, Wisbech.

FIFTY YEARS SERVICE.

To the Editor.

Sir,—I took this photograph the other day and send it to you in the hope you may like it enough to put it in Country Life. It is of Jonathan Tayler, a woodman for fifty years



A YORKSHIRE WOODMAN.

on the estate of Lord de L'Isle at Ingleby Greenhow in Yorkshire. We live up there, and I took Jonathan one Sunday, and his only grief was that he had not on his Sunday best (in which he looks almost ordinary).—Hilda Trevelyan Thomson.

THE ABUNDANCE OF SWALLOWS.

To the Editor.

Sir,—For the last two or three years the number of swallows that spent the summer within our shores appeared to have diminished very considerably. This year, however, it is good to be able to state that these charming and valuable birds are present in full force. That this is the case is proved by the records of bird watchers and other naturalists in many widely different parts of the country. So far as I can ascertain, however, although the swallows are normally plentiful, there are fewer house martins. Sand martins seem as abundant as usual. Swifts—which, by the way, are related more closely to the nightjars than to the swallow tribe—are much in evidence.—Clifford W. Greatorex.

AN ANCIENT SWANNERY.

To the Editor.

Sir,—A "swannery" with hundreds of snow-white swans. What a vision of beauty such a scene evokes! It seems like a fairy-tale come to life, and the unpretentious approach to this haunt of the royal bird only adds to the impression. The way thither threads through a straggling village of thatched cottages and winds amid the ruins of what was once an old abbey with its dependencies, but now standing forlorn in a field, and to-day represented by little more than a lonely arch, a bit of ivied wall, a gate-house porch, and a fourteenth century granary or tithe-barn. An ordinary field-gate, and a track over a rough field traversed by a stream fringed with water plants, leads to the door of a high-paled enclosure which, when opened, discovers a tranquil pleasaunce, flower-be-decked, and cool with running water. Such is the home of the swans, a home which existed even in monastic days. The pathway within the enclosure is bordered on one side with wild hyacinths, tulips and forget-me-nots, while behind, in the green undergrowth, are wood and shade-loving plants. On the other side runs a leisurely little brook, that seems in no hurry to leave its beautiful surroundings to lose itself in the sea. By the water-side grow the hardy bamboo, the yellow iris and the sub-tropical-looking water-dock. These also cover the low-lying land around, and form a shelter for the nesting swans, whose dazzling snow-white plumage is still further enhanced by patches of the golden cups of the marsh-marigold, splendent in the greenery. Some of the swans seem to prefer the open heathland, while others seek the shelter of the trees. One of the most beautiful and unforgettable of sights was a swan enthroned on its nest in the midst of a clump of apple trees in full bloom, and lighted up by the dying gold and crimson of the setting sun.—A. K.-W.



NESTING SWANS.

RABBITS AND THE LAND.

To the Editor.

Sir,—Your leading article on Rabbits and the Land is very much to the point, but it is to be hoped that the Bill will be very carefully considered—from every point of view. Having been a land agent for many years and managing several estates, I have noticed that on estates where the owner does not exercise his joint right to ground game the tenant himself is the worst offender and does not attempt to kill until the trapper comes, when they are usually cleaned up twice and sold. On one estate we paid tenants a fixed sum and killed with keepers, but for the last six years this procedure was stopped and tenants killed; the fences are now alive with rabbits until October, when they all get the professional trapper in. I have further noted that in years of drought—when crops fail or are thin—the rabbit is freely blamed. One point which will require serious consideration is the case where one man owns the wood but not the land outside—he is powerless, as he may not go on land to snare or shoot. The market value of the rabbit as an article of food is another consideration, and a very real one, too—far greater than many people realise. Probably if England possessed no hedges or banks, rabbits would be far fewer, but whether that would compensate for the loss of shade and shelter is doubtful. One thing which should be avoided at all costs is the appointment of any rabbit inspectors or officials. Recently we had rat and mice inspectors who cost much money and the good done was minute, and their powers so arbitrary that even a judge, when recently trying a case of poisoned cattle due to the rat inspector's efforts, was astonished. At any rate, the poison appeared effective, which is more than can be said of some supplied by the authorities.—Land Agent.

BIRTH OF A YOUNG SEA-LION.

To the Editor.

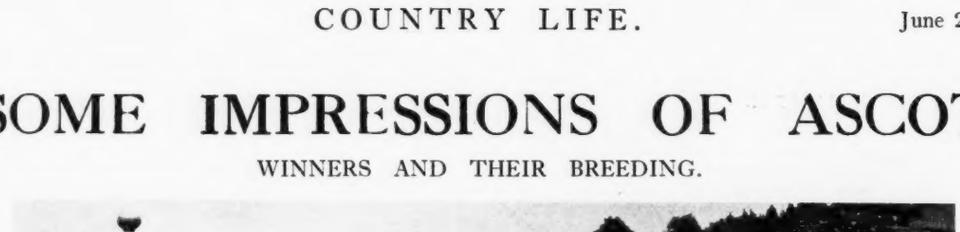
Sir,—An interesting event at the Zoological Gardens is the birth of a sea-lion. It is the first occasion upon which these animals have ever bred at the Gardens, although some years back a newly imported specimen gave birth to a young one soon after its arrival. The new baby, a photograph of which is here shown, is making good progress; and as its mother is giving it every attention, there is every hope that it will grow up and reach maturity. Generally it is resting upon the rocks of its enclosure, but occasionally the mother pushes it into the water and takes it for a swim.—W. S. B.



MRS. SEA LION AND HER BABY.

SOME IMPRESSIONS OF ASCOT

WINNERS AND THEIR BREEDING.



VARZY (CENTRE) WINNING THE ROYAL HUNT CUP BY A SHORT HEAD; STRATFORD, SECOND (LEFT); CRUBENMORE, THIRD (RIGHT).

LOOKING back at Ascot, and taking a general survey, one must be struck with the extraordinary examples of inconsistent running and ruthless reversals of what is called form. Apparently form is of no consequence at Ascot, which in one sense may show how rotten it is elsewhere; for at Ascot we may take it that every horse is out to win and that no owners are engaging in these valuable races merely with a view to getting weight off or ensuring better odds next time. One, perhaps, should not write about these things, but I do so in order to suggest that form at Ascot as it is revealed may be sounder and more reliable than that which is indicated elsewhere and which is necessarily the groundwork of our calculations when we come to deal with the programme on the eve of the meeting. The Stewards held one enquiry into inconsistent running and the explanation tendered was accepted, but they might as well have extended their inquisitiveness to half a dozen other cases. The successes of the Royal Hunt Cup winner Varzy, of Ardavon, Dry Toast, King Sol, Dragoon, Backwood and one or two others were not suggested by recent form, but they, nevertheless, appeared to win on their merits. No wonder the man trying to find winners was fooled and foiled.

Possibly the three year old Stratford was unlucky in being beaten only a short head for the Royal Hunt Cup by Varzy. One is constrained to say that, knowing that the second was in some trouble at the start when colliding with Black Gown. Thus to be beaten only a short head was an incident of deep annoyance to those connected with the Manton horse. Stratford is a vastly improved horse on looks, and I fully expect that he will have won a welter handicap at Newbury this week. Varzy has been fairly consistent, but he lapsed badly at Wolverhampton and many discarded him on that account. He is by Valens, as also is Proconsul, which on the last day won the Wokingham Stakes at 25 to 1. Valens has always been getting winners since Lord Carnarvon sent him to the stud, but last week is probably the best one he has had as a sire.

No doubt the outstanding horse of the week was Golden Myth, the gallant winner of the Gold Vase on the opening day, and the Gold Cup on the third day for Sir George Bullough. That represents a splendid achievement in which owner, trainer (Jack Jarvis) and jockey (C. Elliott) are well entitled to rejoice. I had seen this horse very easily beaten at Manchester in the previous week by Chivalrous; indeed, he could never get within hail of that horse, although the distance was two miles. When he won the Gold Vase some onlookers honestly believed he would have been beaten by Selene but for the interference Lord Derby's filly met with. I doubt whether they still think so. Selene might have been second, but she would not have beaten Golden Myth, which, being a big and gross horse, was probably improved by the race when it came to running for the Gold Cup. Certainly there was not a shadow of doubt about the way in which he won the great Cup race, and we must not allow ourselves to detract from what he did because the field seemed to be made up of no more than handicappers. The old-time Cup horse that gained classic honours as a three year old would seem to be a thing of the past. Perhaps Captain Cuttle may next year develop into a Cup horse. I do not see why he should not do so. He has splendid physique, as has been written many times, but the point is that he looked even better when seen out last week as the very easy winner of the St. James's Palace Stakes. Apparently he can stay and he is very sound, so why should he not in time come to win this Cup race and so do something to redeem it from the long procession of handicappers which have made it essentially their own trophy?



W. A. Rouch. GOLDEN MYTH, WINNER OF THE GOLD CUP AND GOLD VASE. *Copyright.*

Possibly the Oaks winner, Pogrom, was the next most interesting winner among the older horses at the meeting. Her stable companion was backed to beat her on the strength of supposed superiority at the weights at home, but the one is genuine, and I doubt whether Leighon Tor is. In any case it was a smashing performance that Pogrom gave, and she is undoubtedly very good indeed, though not in any sense a big mare. But she is wide quartered and strong, and will give of her best

on the racecourse. It was one of the sensations of the meeting when Re-echo utterly failed to stay for the Ascot Derby, though his jockey rode him as if he were receiving a lot of weight from the others. This event went to Backwood, owned by Mr. Whineray, and apparently he has made enormous improvement, for his previous form was modest in the extreme and certainly did not suggest Derby honours at Ascot.

Mention of the older horses would certainly be incomplete without generous reference to the impressive win of Mr. Sol Joel's big three year old, Sicyon, in the race for the Rous Memorial Stakes. Collaborator had already won the Trial Stakes at the meeting, and he was made an odds-on favourite to win this race, especially as he was receiving 7lb. from Sicyon, instead of giving it, as was the case at York a little while ago. But Collaborator is a horse of moods and it may never be safe to trust him absolutely. He was easily accounted for by Sicyon directly that horse ranged alongside. I had seen him beaten by Tetrabazzia at Manchester, and the latter had failed to get a place for the Hunt Cup, so altogether the form was hopelessly involved. All I know is that Sicyon is a very good horse indeed, and a thoroughly nice-mannered one, while being honest and genuine in his races.

What was the best two year old seen out at the meeting? There is a general tendency to give that distinction to Cos, which appeared for the first time in public and won the Queen Mary Stakes in most fluent style for the Aga Khan. It will be recalled that last year some very high priced yearlings were bought for him by the Hon. George Lambton and sent to Mr. R. C. Dawson to be trained. It was understood they will form the basis of a breeding stud in due course. Cos was the first of them to appear, and the way she won made a deep impression. Moreover, she is a very beautiful individual, having the necessary size with quality and all the bloodlike lines you look for in the high-class one. She slammed the opposition, and it will, indeed, take a good one to beat her. Until I see more of her I shall take the view that she is the best two year old we saw out at Ascot. Next I would place Lord Derby's Pharos, though some might prefer Town Guard, which won the New Stakes for Lord Woolavington. Still, we have seen Pharos do it more than once in the grand manner, and I have much admiration for his breeding and looks. Some critics fear that he is a trifle too set at the moment and that he may not grow sufficiently, but I think he is quite big enough. He is a model of compactness and power in the right places and probably better looking than his sire, Phalaris, was at the same age.

Town Guard is by Hurry On, which has quickly taken a very important place at the stud, considering that he has only been located at it a comparatively short time. This colt of his has a very racing-like look and he is big enough. Certainly he is the best two year old his trainer, Mr. Gilpin, has tried up to the present time. His dam, William's Pride, was, if I remember rightly, rather a smallish mare by William the Third that won the Derby Cup, but she was just the sort to be mated with the big and powerful Hurry On. The biggest two year old that I saw out at Ascot was Drake. This son of Sir Eager and Lady Burghley won the Coventry Stakes for Mrs. Sofer Whitburn. One might criticise him on the score of his size, but he can certainly gallop and will be better for this experience. But I would at all times prefer one with his make and shape and action on a straight course and a hard one at that. The week was a good one for the sale-bought yearlings, which is something of a change from what we have been used to. Thus, Cos cost 5,000 guineas at auction, the breeder and vendor being Lord D'Abernon. She is by Flying Orb, by no means a fashionable sire of the moment, but a very well bred horse by Orby and a fine sprinter in his day. The dam, Renaissance, was also the dam of Eos, the winner of the Cambridgeshire, so that Cos comes of a winning strain. Drake cost 1,300 guineas at auction. Pharos and Town Guard were bred by their owners, but Tricky Aunt, the winner of the Windsor Castle Stakes, for the Aga Khan cost 3,100 guineas as a yearling, being bred at the Sledmere Stud by Son-in-Law from Rectify, the dam of Copyright, which won the Gold Vase at Ascot last year. Then Backwood cost between three and four thousand guineas as a yearling.

I have mentioned some of the sires that were brought into prominence by the winners, and it is worth noting that those which have been in the forefront of late years now find themselves somewhat displaced. Only one sire could claim three winners. That was Valens with Varzy, Proconsul and King Sol. The following had two winners each: Cicero with Collaborator and Dry Toast, Sir Eager with Drake and Dragoon, Hurry On with Captain Cuttle and Town Guard, Charles O'Malley with Fred Power and Pharmacie, Bachelor's Double with Backwood and Two Step, Spearmint with Poisoned Arrow and Welsh Spear, Son-in-Law with The Winter King and Tricky Aunt, and with Golden Myth his sire, Tredennis, was credited with two races. The following each had a winner: Sunstar with Villars, Flying Orb with Cos, Phalaris with Pharos, Lemberg with Pogrom, Sunder with Sicyon, Ardoon with Ardavon, and Stedfast with Air Balloon. PHILIPPOS.

LAWN TENNIS: THE COMPLETE REFEREE

MR. F. R. BURROW has shown that opportunism which distinguishes the successful referee in the moment he has chosen for issuing his new book on lawn tennis. For the next fortnight few men in England will exercise such unquestioned authority as he—the referee at the Lawn Tennis Championships; he will tell the independent gentleman from overseas that he is late, and get a soft answer; he will issue instructions to Mlle. Lenglen, and quite probably they will be carried out. It will be "Oh, Mr. Burrow, this," and "Please, Mr. Burrow, that"; and more charming company than he has time for will crowd his tent from two till eight.

Mr. Burrow covers the whole field of lawn tennis in this book, to which he gives the secondary title of "The World Game of To-day." Several of the chapters deal with strokes that he recommends or condemns, both classes being illustrated in "action photographs" that convey not only the mechanism of the stroke, but the intention and even the personality of the striker. A number of these excellent photographs are reprinted from COUNTRY LIFE. It should save some heartburning if those who are playing at Wimbledon read carefully the chapters in which Mr. Burrow describes in detail the work of the referee. All writers insist that the only way to win matches consistently at lawn tennis is to be imperturbable—to dismiss adverse net-cords and wrong decisions and all the other rubs of the green from the mind, and to concentrate, as cricketers say, on the ball bowled. It is more important for the lawn tennis player to acquire the tranquil mind than to master Mr. Tilden's cannon ball service or Mr. Doust's cross-volley or Miss Ryan's drop. But to acquire the tranquil mind it is essential to believe that the great Arbiter is both wise and benevolent; not to believe it is to be attacked by atheism, pessimism and all the despondencies. If you, with that famous drive of yours, are required by Mr. Burrow to play a volleyer on a rough court—and it will be a miracle if in this, the first year of the new ground, there is not at least one rough court—it will prejudice your chances throughout the match if every time there is a false bound you attribute it to the malice or madness of Mr. Burrow. You will do much better for yourself if you read, mark and perpend what he has written about the conflicting interests a referee is obliged to consider.

You will at once dismiss the suspicion of malice—if for no other reason because the referee has no time for it; you will dismiss malice even when, on being put on for the third time on the Friday, you are reminded grimly that you had your rest on Monday—that day when you were longing to be at them and could not get a game at all. But madness? Why no order of play with a fixed time-table? Read the book and you will find that there is method in Mr. Burrow's madness; he is mad but north-north-west, and it is suggestive that that is the direction of the length of the new Centre Court.

It is a good thing that Mr. Burrow should have explained in detail, in a book that every lawn tennis player will read, why he does not adopt the "Order of Play" that has been used for many years on the Riviera with satisfaction to players and public. It is not that Mr. Burrow keeps players "hanging about all day" "just to l'arn 'em"; it is not that we are congenitally incapable of adopting a system in this country, but because this particular system does not suit our conditions. On the Riviera entries are small; the competitors are making holiday, and most of them are staying in the town where the tournament takes place. In the ordinary tournament in the neighbourhood of London entries are large, the competitors come from a distance and a number of them have their day's work to do. In London competitors are kept waiting, but they are seldom scratched—as they would have to be were the order of play rigid—if they have explained their needs to the referee or even when they have not shown him that courtesy. If he can get on with the tournament so as to finish it by the Saturday, he studies the individual; but finishing the tournament is the paramount consideration, and to do that he must keep the courts full. A fixed order of play means empty courts. Suppose there are fifteen matches posted for 2 p.m. on the second day of a tournament, fifteen more for 2.45, another fifteen for 3.30, and so on. What happens? Of the first fifteen matches two are over in twenty minutes; others in considerably less than the allotted time; others, again, take more and throw back their successors on the same court; and in at least one there will be no play because a player does not turn up. Mr. Burrow makes a calculation to show the number of court hours wasted—and they amount to one day in four! It would be impossible to finish a tournament within the week with the number of courts restricted and the players as numerous as they are. The only way to finish the tournament is to keep the courts full, and that is impossible with "the fixed order of play."

These are mechanical details, but Mr. Burrow makes them interesting because he reveals the referee as a strong man struggling with adversity. E. E. M.

THE ESTATE MARKET

TANTALLON AND ORFORD

SIR HEW HAMILTON DALRYMPLE'S North Berwick estate of 2,660 acres is coming under the hammer at Edinburgh on July 5th, as a whole or in two or more lots. North Berwick Law and Tantallon Castle are to be included in the sale, the latter only if the property is sold in its entirety.

Tantallon was for centuries the stronghold of the Douglas family, and the Law is a landmark 600ft. high, one of the attractions of the place. Situated on the southern shore of the Firth of Forth, it looks out on a group of island rocks, of which Fidra, the Lamb, Craigleith, the Bass and the May are the most conspicuous. Bold headlands and reefs of basalt outline a succession of bays of the smoothest sand.

It is eloquent of the hold that golf has now got everywhere that a famous Scottish writer, in an article in 1889, should be found explaining the game and saying that the sandy shores of North Berwick are favourites for the "game played with white gutta-percha balls the size of small apples, which are driven forward by means of clubs of various forms and sizes, the object being to send the ball, with as few strokes as possible, into the nearest of certain small holes, each about the size of a tumbler, cut out here and there on smooth parts of the green. It is difficult to conceive the enthusiasm which exists for this simple game."

Tantallon needs no other description than that in "Marmion." In 1479 the barony of North Berwick and the castle of Tantallon, having been forfeited some time before by the Earl of Douglas, were given by James IV to the Earl of Angus, the famous "Bell the Cat" of Scottish history, who figures in "Marmion" as the lord of the place. In the days of the next Earl the castle stood a siege by James V, but it was not taken. The Covenanters captured it in 1639, and Cromwell's soldiers also took it. The massive curtain walls extend from the gateway down to the flanking towers which overhang the sea. Luchie House will be included in the sale.

The Hamilton estate sales, which have already yielded approximately £265,000, will be continued next Tuesday at Hamilton, and on Thursday at Glasgow, by Messrs. Knight, Frank and Rutley, jointly with Messrs. Tuckett, Webster and Co. The former firm, with Messrs. Maddison, Miles and Son, sold a Broadland property, Filby House and 830 acres, at Great Yarmouth, for a total of £26,646. With Messrs. Alfred Darby and Co., the Hanover Square firm will offer the Essex mansion, Hylands, next Thursday. Field-Marshal Lord Kitchener held his last review on that estate. Sir John Aird's Datchet property of 18 acres, Churchmead House, is shortly to be sold.

Approximately 1,200,000 acres of Scottish land await offers through Messrs. Knight, Frank and Rutley, including 117,000 acres of the Inverness-shire estate of the Cameron of Lochiel; Glenfinart, nearly 14,000 acres in Argyllshire, to be sold in Glasgow on July 4th; Brenfield, in the same county, 2,430 acres; Ardmarnoch, 6,700 acres, east of Loch Fyne; 12,750 acres and other land in Forfar, for the Earl of Airlie; Corrimony, Inverness, 10,600 acres; Sir John Ellerman's Slains Castle and Longhaven estate of 7,200 acres, including Cruden Bay golf course; Tulliallan Castle, on the banks of the Firth of Forth, 4,124 acres; Mr. R. Carruthers Ballantyne's estate, Holylee, Peeblesshire, 3,500 acres, with fishing in the Tweed; Captain G. G. Walker's Crawfordton, 4,000 acres, in Dumfriesshire; Rannoch with Camusericht, 32,542 acres, and Kinloch, 4,000 acres; Guisachan, Inverness-shire, the property of the Countess of Portsmouth, 22,000 acres.

TWO SUFFOLK ESTATES.

THE Park and Manor of Haughley, on the main road from Bury St. Edmunds to Ipswich, was granted by Queen Mary to Sir John Sulyard, who built the existing mansion in or about the year 1557. The grounds are in harmony with the ancient character of the house, and the park has a winding drive through its 120 acres. Lilies of the valley grow wild in Woolpit Wood, a section of the 130 acres of timber, and the whole constitutes a compact property of 400 acres, little over a mile from Elmswell station on the Great Eastern Railway. An exceptionally low price would be accepted for the freehold, which is in the hands of Messrs. Lacy Scott and Sons for immediate realisation.

The late Lord Manton's estate of Sudbourne Hall, the subject of an illustrated article in COUNTRY LIFE (Vol. IX, page 240), and recently described in the "Estate Market" page (April 8th), is, of course, the principal Suffolk property at present awaiting a buyer. Unquestionably Sudbourne Hall and the 7,650 acres form one of the finest residential, agricultural and sporting estates in England. It will be offered in its entirety at Hanover Square on July 11th, and, if not so sold, then in lots, at Ipswich on August 2nd. A large part of the town of Orford, including the castle, and the villages of Sudbourne and Chillesford, are comprised in the auction. Orford Castle was a very elaborate structure, having eighteen sides, flanked by three square towers.

ANDERSON MANOR SOLD.

ANDERSON MANOR, Dorset, described and illustrated in COUNTRY LIFE (April 3rd, 1915, page 446) and referred to at some length in the Estate Market page on April 1st this year, has been sold to a client of Messrs. Farebrother, Ellis and Co. by Messrs. Collins and Collins. Its old lead rainwater spouts bear the arms and initials of John Tregonwell and the date 1622. Though the property of the Tregonwell family until 1906, the house had been used as a farm for a century. When the work of reclaiming it was taken in hand fourteen years ago the fabric was found to be intact. The old open fireplaces with carved stone arches, which had been bricked up, were discovered in perfect condition; lath-and-plaster was removed, panelling uncovered, blocked windows reopened, the heavier creepers cut away, and some lean-to buildings pulled down. The manor house is now substantially as it was built three hundred years ago. The house is three miles east of Bere Regis (the Kingsbere of "Tess of the D'Urbervilles"), and the great heath between Bere Regis and Wareham (Egdon Heath of Thomas Hardy's novels) lies close at hand to the south; to the north are the wooded hills of Cranborne Chase; to the east the meadow lands of the Stour, past Charborough to Wimborne Minster; and westwards lies the road through Dorchester to Lyme Regis.

DEMAND FOR COUNTRY HOUSES.

LADY DALE has disposed of Red Lodge, Cold Ash, near Newbury, through Messrs. Thake and Paginton and Messrs. Theodosius and Pickersgill, and the former firm has also sold a Kingsclere property of 50 acres, called Fair Oak and Fair Oak Farm, at Ashford Hill.

The Rev. J. A. Yatman's estate of 134 acres at Winscombe Hill, on the Mendips, has been sold by Messrs. J. H. Palmer and Sons for £12,225. Messrs. Weatherall and Green have sold Moor Hall, Cookham, a property of 40 acres.

Lechlade Manor, Gloucestershire, has been sold by Messrs. Knight, Frank and Rutley. The property includes a fine modern example of the Elizabethan style, the manor, sporting rights on the Thames and Severn Canal, and market tolls.

Transactions exceeding £50,000 are reported by Messrs. Frederick Ellen and Son, including part of Norman Court Farm, near Andover, with farmhouse, buildings and fishing in the Anton; Manor Farm, Micheldever, 870 acres; Heathmanstreet Manor Farm, Nether Wallop, 450 acres; the shooting lodge on the Faccombe estate; Netherton Rectory, attributed to Inigo Jones, The Retreat, Netherton, 60 acres (in conjunction with Messrs. Thake and Paginton); East Dean House, between Salisbury and Romsey, with 17 acres; Digby Croft, Chilbolton, and 13 acres (in conjunction with Messrs. Gudgeon and Sons).

Rowneybury, Sawbridgeworth, on the Essex border, 60 acres, has been sold by Messrs. Alfred Savill and Sons in conjunction with Messrs. Osborn and Mercer.

The three miles of exclusive trouting in the Windrush are alone enough to give a high value to Lord Redesdale's Asthall Manor and Swinbrook estate of 2,140 acres, for sale by Messrs. John D. Wood and Co. Swinbrook, originally the home of the Fettyplace family, was demolished over a hundred years ago. Towards the end it was let, and almost its last occupants proved to be a gang of highwaymen, one of whom was shot during a masked attack on a coach. Asthall Manor House is a charmingly placed Tudor residence, and the manor has a history running back to the reign of King John. The first reference to the intended sale appeared in these pages on May 13th.

Last Monday the contents of Thornham Manor House, near King's Lynn, were sold by Messrs. John D. Wood and Co., who have privately sold the house and 50 acres on behalf of Lieutenant-Colonel Oswald H. Ames. He, then the tallest man in the army, headed the Diamond Jubilee procession in 1897. Some eighteen years ago he bought the Manor House and enlarged and restored the old house, dating in part from the year 1616. Its red brick and flint walls are creeper-clad, and the roof is of bluish glazed tiles, with great clustered chimneys. Although of small area the property possesses a sea front of half a mile, and the gardens have ancient yew hedges and other delightful features. There is oak panelling in the dining-room, and the overmantel in the lounge hall is sixteenth century work in oak, rosewood and ebony.

PROPERTIES NEAR LONDON.

THE freehold at Shenley, near Barnet, known as Wood Hall, 7 acres, on the summit of a hill, has been purchased by Messrs. John D. Wood and Co., from a client of Messrs. Harland and Son.

Another Barnet freehold has changed hands in the last day or two through Messrs. Prickett and Ellis, namely, Cedar Lawn, High Barnet, with gardens of a couple of acres and 12 or 14 acres of pasture land. The price, £6,000, doubtless takes into account that a considerable outlay will have to be made to bring the house into accord with modern ideals.

Alluding to houses North of London, reference may be appropriate to the coming auction of the Holly Lodge estate, at Highgate, by Mr. Joseph Stower and Messrs. Prickett and Ellis. The illustrated particulars comprise sixteen lots, of which the chief are the mansion of the late Baroness Burdett-Coutts, and 21 acres, and a block of 34 acres of building land, near the L.C.C. tramway terminus, at Swain's Lane. The other lots are residences along West Hill and in South Grove. The auction will be at Winchester House on July 4th.

On the other side of London is a small but delightful house, along the Epsom Road, known as Londesborough Lodge, Cheam Common. The experience and taste of the owner, who has himself handled probably more residences of the type than any other agent in London, are incorporated in its fitting up. Mr. Sowter, the well known whip in the early nineteenth century, lived there, when it was called The Willows, and he sold it to the Rev. Cockburn-Dickinson, who married Lady Agatha, a daughter of the late Lord Londesborough, and they gave it the name by which it has since been known. There is a delightful outdoor sitting-room, a pretty ivy-covered lodge, a double garage, and an old-world garden of about 1¼ acres. At £3,850, at which it is priced by Messrs. Hampton and Sons, it will soon find a buyer.

Whether anyone would give much more for a house because of the fact that "Sandford and Merton" was composed in it is very doubtful, for a more ridiculous book was never made for the vexation of the young idea. However, Thomas Day, its author, resided at Anningsley Park, and the estate of 155 acres, adjoining New Zealand golf course, between Woking and Chertsey, is for sale by Messrs. Hampton and Sons. They are to sell Sterborough Manor, Edenbridge, 394 acres, for some years the home of a noted stud of hackneys. The moated ruins of the castle are close by. Lady St. Cyres, having bought another house nearer the park, has instructed the same firm to sell her house in Eaton Square.

Another house adjoining a golf course, Lindum, Beckenham, a freehold of 2 acres, has been sold by Messrs. Maple and Co., in conjunction with Messrs. Baxter, Payne and Lepper; and the Tottenham Court Road firm has disposed of Rotchfords, Wormingford, Colchester, an oak-framed and brick Elizabethan house, with plenty of excellent old panelling and carved cornices, and 277 acres, jointly with Mr. F. Stanley Daniell, on behalf of Major H. W. Cadbury Brown. ARBITER.

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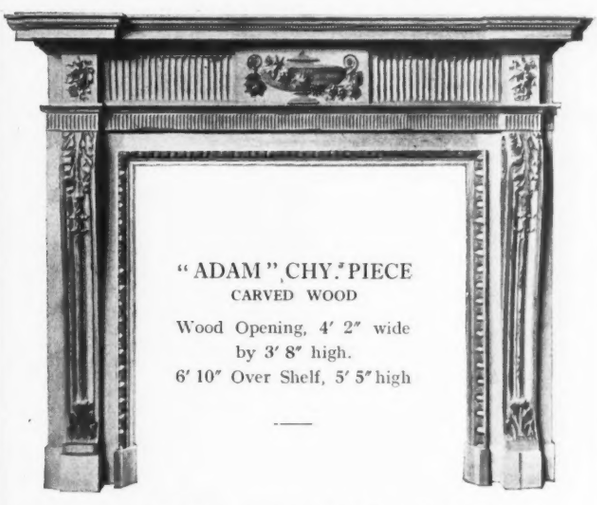
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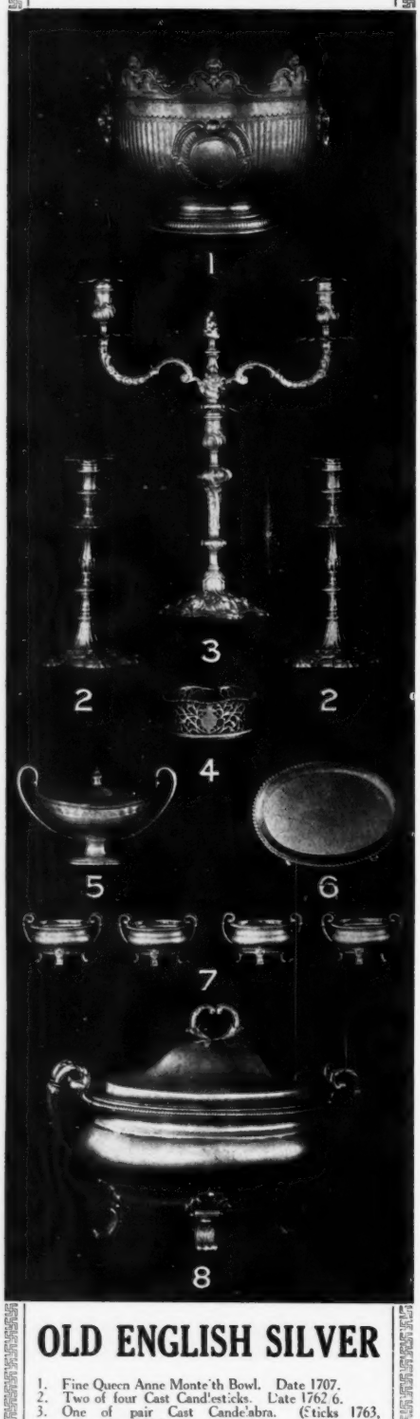
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FINE FRENCH FURNITURE

OLD ENGLISH SILVER. DRAWINGS BY OLD MASTERS.

THE term "fine French furniture" is generally associated with the gorgeous suites of Louis XIV, Louis XV and Louis XVI, upholstered in precious textiles such as the tapestries of the Gobelins or Beauvais, or masterpieces of the *maitres ébénistes* in lacquer or exquisite metal inlay with ormolu. Through the prominence of these the less pretentious furniture of France is apt to be overlooked, and yet the walnut furniture of France is of the highest order. The early cabinetmakers were experts in working the wood, which was in general use, as the walnut trees were abundant, while in England its use was restricted to importations until the planted trees reached maturity. We illustrate an unusually fine walnut table, exhibited in the Old World Galleries, Duke Street, Grosvenor Square, W., which was probably made in the first half of the long reign of Louis Quatorze. Restraint is the keynote of its decoration. The top is mostly in simple veneers; a band round the edge is broken at the angles, where it is halved and squared alternately, in the latter case the pieces have been cut with oblique grain, giving a diamond pattern. In the centre is an inlay panel—a masterpiece in composition, execution and colour, the subject being the Toilet of Venus. Seated on a cloud is the graceful half-draped figure of the goddess, her tresses bound by a chaplet with long ribbons floating free. On the left a *putto* resting on a cloud holds a mirror, a dove flying underneath; to the right is a corresponding figure with a box containing toilet essences. The colour is especially fine—the deep walnut background, the light clouds and ruddier flesh colour are in harmony. The top rests on legs spirally turned with moulded capital and base, flat stretchers of broken X shape with moulded edges, and compressed spherical feet. The table has a beautiful surface, and measures 4ft. 7ins. long by 2ft. 8½ins. broad, its height being 2ft. 7ins. and the inlay panel being 15½ins. by 9ins.



A FINE FRENCH WALNUT TABLE OF THE SIXTEENTH CENTURY.

Old English and Irish silver was in keen demand at Messrs. Christie's on December 14th, when the exquisite Queen Anne toilet service by John Fawdery (1703), illustrated and described in COUNTRY LIFE, December 10th, reached the high price of £1,350. On December 21st they sold decorative furniture, porcelain and textiles, including a pair of Chelsea figures representing Apollo and a Muse on plinths encrusted with flowers, 11½ins. high; a Bow figure of a shepherd playing bagpipes, with a lamb and dog at his feet, 10½ins. high, and a pair of large candelabra formed of Sèvres figures of nymphs supporting on their heads ormolu branches for nineteen lights each, on ormolu plinths, 7ft. 6ins. high, which belonged to the late Empress Eugénie. On the same day they disposed of pictures, ancient and modern, from various sources. Among these were the interesting "The Cross Triumphant," by Correggio, once in the collection of Charles I; Cattermole's "Macbeth and the Murderers"; "The Meet of the Badsworth Hunt," with Lord Petre and other figures, by R. B. Davis; and drawings by Carrier-Belleuse.

Some very important drawings by Old Masters come up at Messrs. Sotheby's on February 15th, 1922, when the collection formed by Mr. Max J. Bonn is to be dispersed. The group of studies by Rembrandt is remarkably fine. There is the study of the nude male model standing with his arm resting on a chair, showing strength in handling, facile execution and, of course, the sublime mastery of light and shadow which is so evident in the other nude study of the seated model. In contrast to these are the sketch of a woman looking out of a window, charming in its natural simplicity and yet part of a fine decorative page, and the restful landscapes of Haarlem and across the Y to the country house of Six. Prominent among the great works are the study of a dead duck by Albert Dürer, in body colour and water-colours on vellum, signed and dated 1515; Hans Von Kulmbach's genial St. Nicholas, *circa* 1500; and the portrait of a young leper, a head of tremendous power, by Holbein. Black clustering locks over the broad brow, clean-cut sweeping eyebrows, exquisitely shaped eyelids, firmly moulded cheek and lips: yet it is in the eyes the charm is. Through those dark glowing orbits shines the stern resolute soul of a man, serene, unmoved by the loathsome life and terrible death to come. There are some interesting landscapes by Claude Lorraine, Antonio Canale, Van Dyck and Netherlandish artists; a design for stained glass by the Master of the Hausbuch, *circa* 1500; the Conestabile silverpoint of a youth by Raphael; figure studies by Van Dyck, including one in armour and studies of a negro's head, by Watteau.

On December 21st, Messrs. Puttick and Simpson dispersed a collection of Old English silver, Sheffield plate, coins and medals, including a Punjab medal, 1849 (Sepoy Rugber Puttock, 3rd N.I.), taken from a dead Sepoy after the Battle of Delhi; an engraved silver medal inscribed on obverse "The Leviathan engageing the Le America June 1, 1794, P.S." and on reverse "The Le Sanspareil engageing the Le Tiger, 23 of June, 1795, Philip Stocker"; a rare James I Unite; a James II guinea, 1687; with many other coins of great interest. The old silver was mostly Georgian, notable pieces being a miniature tea service composed of a circular tray with escalloped border, Dublin, *circa* 1740; a Georgian teapot, a milk jug, two spoons and two Dutch pieces, and a George III cup and cover chased with drapery festoons hanging from ribbon ties, 1777; a George II salver of Chippendale design, the centre engraved with a coat of arms in a floral cartouche and shaped reeded border, by William Hunter, 1749; a George I plain cylindrical caster, 1720, and a Queen Anne caster, the top pierced with conventional decoration, 1711.

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will hold the following Sale at their Large Galleries, 34 and 35, New Bond Street, W.1, the Sale commencing at one o'clock precisely:—

Friday, January 20th.—French XVIIIth Century Clocks, Bronzes and Ormolu, the property of MISS HELEN IONIDES; **Chinese and English Porcelain,** a Collection of Martin Ware; also **Old English Furniture, etc.**

On View four days prior. *Catalogues may be had.*

Messrs. Sotheby will hold the undermentioned Sales in the ensuing week:

January 23rd-24th.—Printed Books and Illuminated and other Manuscripts, the property of MR. HENRY WALKER.

January 24th-25th.—Modern Etchings and Drawings, the property of the late DR. D. J. MACAULAY.

January 26th-27th.—Oriental Works of Art, Chinese Pictures, etc.



Sale, January 20th.—Two Sides of Martin Ware Jug: John Bull and Uncle Sam.

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C61. **14 Stuff-over Easy Chairs,** upholstered all hair and covered with good quality cretonne, loose down cushion.
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C60. **6 Stuff-over Settees,** upholstered all hair and covered with good quality cretonne, two loose cushions. 6ft. 6ins. wide.
Reduced from £26 10 0 to £17 10 0

For illustrations and details of many bargains that are never equalled elsewhere in Carpets, Furnishing Fabrics, Curtains, Household Linen, Lace Curtains, Furniture (Modern and Antique), China, Glass, Ironmongery, Wallpapers, Pianos, etc., see

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Three Men in a 'Bus.

Jerome K. Jerome will forgive me, I feel sure, for adapting the title to my own purposes of the book which gives us "Uncle Podger." That is ofttimes my name at home, and I must admit there is reason for it, for I am far from being a handy man, and my efforts at hanging pictures are not exactly triumphs, and, although I love flowers, I cannot claim to much knowledge or skill in gardening, as the following incident will prove. One day I came in from the garden in a very disturbed state demanding to know who had been breaking down those beautiful rose trees. My wife and daughters rushed out to see what had gone amiss, but when they came back I had to go through it, as the saying goes. I had not been able to distinguish between pea-sticks and rose trees. Now to explain my title. Folks call my old Rolls-Royce a 'bus. Never mind, I can stand their "chaff." We cannot wear it out, and I must write and tell the firm how well it has covered 3,000 miles a month, winter and summer, calling on the New Poor. The famous Paul Lamerie dressing-case, sold at my auction rooms on December 15, came up from Devon in it a week previously. The chauffeur knows his business as well as I know mine, and my art expert knows his. With all the emphasis at my command, let me impress on you the importance of realising on your chests of silver and the tiaras you will never wear again before the prices decline further. You have heard of the slump in famous pictures. It is really very serious to me how rapidly the prices of Old Masters are being knocked down. Your porcelain, antique furniture, tapestry, etc., will all share the same fate soon. The same applies to your valuable MSS. and old books, etc. Be assured I will never advise you that "the Piccadilly auction rooms" is the place to sell a priceless canvas, piece of tapestry, a fine collection of postage stamps, a first folio of Shakespeare, your castle, mansion or cottage, but with a wide experience of men and things I maintain it is worth your while to consult me as to the best firm for you to consult. One firm stands out above all others, we hear about them on every journey, for selling valuable property for a mere song, of another firm being too dictatorial when consulted. For a minimum fee of one guinea I will call during my tours anywhere in the United Kingdom to inspect and advise. Who knows? We may discover what one of the three men in a 'bus found when I sent him to Ireland, two Chippendale chairs. I advised their being sent elsewhere for sale, with the result that 1,750 guineas were realised for the two chairs; a pair of Sèvres orange tubs, 5½in. high, fetched £850, a panel of tapestry £1,500, two Gainsboroughs £28,000, some Paul Lamerie silver £3,300, a single diamond ring £3,965, a single diamond pendant £7,300, a loose emerald £5,000. If your business or estate is small I welcome it, notwithstanding that I was favoured with the valuation for probate and insurance of the contents of Arundel and Norfolk House. The 'bus is capable of bringing away thousands of ounces of silver, a small cabinet, or a few small pictures, etc., for which I take all risk. We specialise in inventories for insurance and probate, also the sale of the contents of houses on the premises.

W. E. HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. 1. 'Phone: Regent 475

My journey next week will be as follows: Reading, Newbury, Devizes, Frome, Wells, Taunton, Bridgwater, South Molton, Ilfracombe, Bideford, Kingswear, Torquay, Sidmouth, Dorchester, Romsey, and Winchester.

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OLD PEWTER.
is dealt with at length in
"CAUSERIES OF OLD ENGLISH PEWTER."
By ANTONIO DE NAVARRO.
A book for all lovers of the Pewterer's art.
The book is beautifully illustrated and can be obtained for 13/8, post free, from the Offices of "COUNTRY LIFE," LIMITED, 20, Tavistock Street, Covent Garden, W.C. 2.

A TAPESTRY OF "THE SEVEN DEADLY SINS"

PICTURE PRICES. BOOKS AND MANUSCRIPTS.

TAPESTRIES of the "Seven Deadly Sins" have been made familiar to us by the four well known hangings (bought by Cardinal Wolsey in 1521) in Hampton Court Palace, one of which was illustrated and described in COUNTRY LIFE, December 6th, 1919. That the subject and designs were popular is shown by different sets woven from the same cartoons, examples of which were hung at Hampton Court and Knole in this country, as well as in Spain, France and Belgium. The original cartoons were probably eight in number, and the subject was really very complex. Cardinal Wolsey's title, "The Seven Deadly Sins," is misleading. The tapestries show the Redemption of Humanity, the Story of Mankind and an allegory of the Cardinal Virtues and Vices interwoven, recalling the representations of the Mystery Plays which the Trades Guilds of mediæval towns used to perform on the great Holy-Days of the Church, or a fifteenth century "Morality" like "Everyman." Several of these tapestries were shown in the Franco-British Textile Exhibition in the spring of 1921, and were of Brussels weaving about 1500. Part of another tapestry of the same subject, dating possibly a little earlier than those—belonging to Messrs. Gregory and Co., of Old Cavendish Street, W.—is illustrated here, and was formerly at Parham, the property of Lord Zouche, near Pulborough, Sussex.



A SPLENDID FIFTEENTH CENTURY TAPESTRY.

Measuring 10ft. by 8ft., this wonderful survivor of the fifteenth century shows in the distance to the right Adam walking in the Garden of Eden near the fountain of the Water of Life. Towards the left is the Tree of the Knowledge of Good and Evil in which the serpent in semi-human guise is tempting Eve, who stands apple in hand. Round her are some of the Vices or Seven Deadly Sins—*Superbia* or Pride, represented allegorically by a crowned woman in rich attire who presents a mirror on the left; on the right is *Gula* or Gluttony, with *Avaricia* or Avarice behind her. Further to the left is a group of the Deadly Sins, those prominent being *Superbia*, *Avaricia*, with three others, two being of demon form. On a very steep conical hill in the distance sits a goblin, while other shapes appear in the sky. On the extreme left is an adoring group of the Virtues: *Gratia Dei*, Grace of God, playing a dulcimer (?), *Sapientia*, or Wisdom with another bearing a sceptre. Lower there comes a large group, a cavalier in rich garb encountering the Sins—*Luxuria* (Luxury), presenting a portrait or mirror, *Avaricia*, and several others. To the right is the upper part of another group of many figures in rich dresses.

Among the pictures sold by Messrs. Christie on the 21st ult. the portrait of a gentleman in a black dress drawing on a glove, by the Master of the Death of the Virgin, reached £367 10s. (Rothschild); a girl with a pet lamb, by Cuyp, £120 15s. (Lewis); two girls in red frocks with white aprons in landscapes—a pair, by an artist of the Vandyke School, £157 10s. (Buncombe); a girl with a dog, by Russell, £136 10s. (Sampson); "The Watering Place," by Gainsborough, £110 5s. (Gran), and "The Card-Players," by C. Seiler, £131 5s. (Leggatt). On the same day they obtained £68 5s. for a Worcester dessert service painted with flowers and foliage in blue in heart-shaped panels in the Chinese taste, twenty-one pieces (Cannon); and for a Coalport dinner service painted with flowers in blue borders with trellis-work in white and gold, £86 2s. (Manning). Four walnut fauteuils and a settee of Louis XVI design, the seats and backs woven with Chinese figures in tapestry on a brown ground, fell at £71 8s. (Long); while a Persian silk rug with foliage and arabesques on pink and grey ground, in blue and grey border, brought £131 5s. (Gumuchdjian).

The library belonging to Mr. Henry Walker is to be disposed of by Messrs. Sotheby on January 23rd and the following day. It contains an extensive collection of English liturgical works, early Bibles, including a Venetian example of 1484, New Testaments, among which is the rare *editio princeps* of the Church of Rome version of the New Testament in English, Rheims, 1582; Common Prayer Books, with the extremely rare first edition of Bishop Hilsey's "Manuel of Prayers," 1539; missals, psalters, Books of Hours, both in manuscript and printing, with many beautiful illuminations and miniatures, and manuals, including an extremely rare Cistercian service book of 1603. Fine as these are, the general interest is probably greater in some of the secular manuscripts. Here is an original grant by Henry VIII to John Wade and Thomas Gregory, relating to lands in Stoneleigh and Coventry in Warwickshire, due to the lately dissolved priories of those places and introducing a portrait of Henry VIII in colours, and bearing the royal lion of England and a man in full armour on the top margin. It is dated 1544, under the great seal. Of importance, too, is a patent of nobility to Francisco de Lobiano, written on vellum, decorated with four full-page paintings and a small miniature of Philip II of Spain with beautiful illuminations. In the painting of the Crucifixion are portraits of Francisco de Lobiano and his wife, while the fourth painting shows their arms. The patent is dated from Granada, 1570. Another manuscript written in English of the fourteenth century contains all the English statutes of importance before 1300, with dates.

The more one sees of old English furniture the more one marvels at its beauty and variety, particularly in the Stuart Period. Four chairs, two being armchairs, with the arms shaped and finely carved with acanthus at the shoulders and hands and terminating in scrolls, are in the possession of Mr. G. Jetley of North Audley Street, W., where there is much fine old furniture, especially mirrors of different styles.

D. VAN DE GOOTE.

SHOOTING NOTES

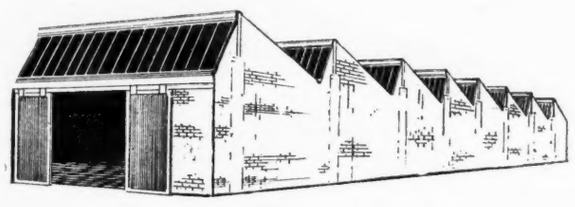
By Max Baker.

THE "COUNTRY LIFE" MINIATURE RIFLE COMPETITION.

THE conditions for the Country Life Competition, which ranks as the Public Schools' Miniature Rifle Championship, have now been settled for the coming annual contest, due to take place in March. The important innovation of permitting entries from second teams has been approved by the Public Schools' Rifle Matches' Committee. These will compete in all respects under the same rules and upon the same conditions as the first teams. In the process a considerable additional responsibility will be thrown on the shoulders of superintending officers. In any case where a rifle competition is shot at the home ranges of the contestants rigid adherence to the spirit as well as the letter of the rules is dependent on the quality of the supervision exercised. That the fine Public School spirit has triumphantly passed the exacting test imposed is proved by the large number of inter-school matches which take place during the season. For instance, the fixture card of Ardingly College, which has been forwarded to us, shows that between the dates February 3rd and March 24th matches are due to be shot under Country Life conditions with the following schools: Radley, Malvern, Brighton, King's College (Taunton), Royal Grammar School (Guildford), Skinners' School (Tunbridge Wells), Whitgift, Taunton again, King's College School (Wimbledon), Worksop, Lancing and Rossal in combination, Whitgift again, Rugby, Cheltenham, Tunbridge Wells again, St. Lawrence College (Ramsgate), Guildford again, Marlborough, Epsom, Brighton College, Winchester, Wellington (Somerset), Cranleigh, and, finally, Worksop and Felsted in combination. Nowhere, in fact, is miniature rifle shooting more alive at this moment than among the O.T.C.'s of our big Public Schools. The particular responsibility of superintending officers in the coming championship contest will be to see that no prior information reaches members of the second teams as to the location of the objectives on the landscape target. The essence of the test is the discovery of the enemy's position by the aid of field glasses, hence inviolate secrecy must be maintained during the interval which must exist between revelation of the objectives to members of the first team in the manner laid down and of repetition of the process to the second team, which will be required to shoot immediately after.

DAYLIGHT ILLUMINATION OF INDOOR RIFLE RANGES.

In the issue of November 26th last I submitted a few ideas as to the construction of indoor miniature rifle ranges, which had been inspired by my visits to various Public School ranges, the main object of my recommendations being to avoid the gloomy, cavernous space which usually lies between the firing point and the targets, giving conditions of low visibility. The construction I recommended was that known as the saw-back



ROOFING SYSTEM SUITABLE FOR AN INDOOR RIFLE RANGE.

roof. By sheer coincidence there has reached my hands a catalogue issued by the firm of Painter Brothers of the Hereford steelworks, who describe themselves as constructional engineers. Their speciality is evidently the construction of "trusses," adapted for the support of roofs which require to cover a wide span. Though there is no illustration exactly depicting the proportions of a rifle range, I take the liberty of reproducing a fine example of saw-back roof construction, as I find the name does not convey to all an idea of what is meant. In the words of the catalogue: "As is universally recognised, the North Light Roof System is by far the most economical construction where a maximum of natural light is required." I might add on my own that, apart from the exclusion of glare, the partial uprightness of the glass frames, added to their protection from direct sunlight, renders them far more immune from dilapidation than ordinary skylights. A rifle range built on these lines would consist of a series of cross-bays, with the targets situated at the south end, and the firing point in the north. Architectural fancy would supply the necessary façade, just, in fact, as most of our cinemas comprise a frontage of appropriate nobility of conception, associated with a shed-type of building in the rear. This system of construction might be expected to supply favourable conditions for ventilation—a very important problem in miniature rifle ranges—for the fumes would tend to rise into the pockets formed by the roof, where provision could be made for their easy escape. If the flue pipe of the usual heating stove were made to traverse a considerable length of the building the frequently experienced stagnation of the atmosphere would be avoided. Only in French Lycées do the valuable auxiliary warming properties of stove piping receive due recognition.

THE GAME SHOOTING CLUB IDEA.

A correspondent writes: "Referring to your article in Country Life of the 14th ult. on the subject of game shooting clubs, I am one of many who can afford £200, but not the 'expense and worry' in addition thereto, entailed in having a shoot. If you can put me in the way of a partnership in a club shoot—wildfowling I am fondest of—I should be grateful." Arising out of the same modest note I received a call from someone at the other end of the stick. He had in mind an historic mansion with a big acreage of estate, which lent itself admirably to the purpose contemplated. Here you would not only have your shooting, but entertainment, in the good old country-house party style, no snuffy landlady, no dear drinks lacking the saving grace of alcohol contents, a voluptuous programme of shooting, simply awaiting the allocation of dates. The whole thing sounded too good to be true. The keen shooting man, "amply provided with shekels," is nowadays relegated to a damp bedroom and, if lucky, met by a curiosity-shop specimen of a taxi. Well, we threshed the matter out and decided that the buyer of gun rights wants to belong to a club, but has no ambition to join the committee, further, that the man who entertains such ambitions would be a nuisance—the sort who brings a whistle and a half-trained dog, each as inconsequent as the other. No; the club must be run by a martinet, preferably in the background, a being whose personality and existence are only known by the perfection of the arrangements made. In favour of the proprietary system is the latitude it affords for the purveying of odd days for the benefit of those whose desire would be to be met by a keeper at the third gate in the far field on the left, and to proceed thereafter on a seemingly spontaneous tour, picking up odd things on the way. A shoot, run in accordance with the large unsatisfied demand, must be free to cater for all tastes, the big day with the lordly lunch, joined by the ladies, the little day of sporting incidents, finally, the day for the man who would just wander gun in hand. Hitherto, good shoots have only been shot in the middle; in the future the boundaries must be patrolled, and so bring their quota of grist to the mill, instead of benefiting parasitical neighbours.

SOME REFLECTIONS ON 16-BORES.

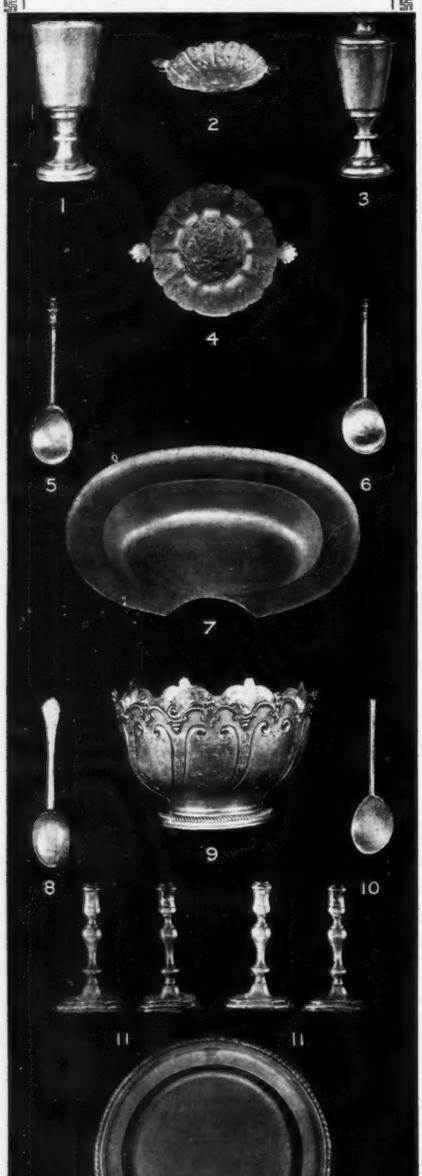
A firm of gunmakers widely known for the scrupulous care they devote to their work, have just sent me five 16-bore cartridges with a request that they should be tested for velocity. Such a query always raises visions of unsatisfactory results on game, deficient hitting power of pellets—the least likely of all explanations—being invariably suspected. Under examination they proved to contain 29 grains instead of the usual 28 grains of smokeless diamond and $\frac{7}{8}$ oz. of No. $5\frac{1}{2}$ shot, giving a mean contents of 210 pellets. As might be presumed, the velocity was not in fault, the average of three rounds being 1,088ft.-per-sec. over 20yds., against 1,050ft.-per-sec. standard. Imagination must be exercised to diagnose the complaint which in all probability lies behind this simple enquiry. Somebody has ordered a 16-bore gun, being impressed by the advantages of its superior lightness and handiness compared with the twelve, and no doubt appreciative of the fact that $\frac{7}{8}$ oz. of shot properly applied will accomplish nine-tenths, or maybe nineteen-twentieths, of the work of the twelve. Yet failure supervenes. Usually this arises from the habit, too prevalent among gunmakers, of regarding only the pellets in the 30in. circle at 40yds. They ginger up the 16-bore to equality with the twelve in respect to the less important central half of the charge, the effect as a rule being an excessively narrow and dense cluster of pellets at the usual sporting ranges. Result, birds are for the most part hit by the ragged edge of outside scattered pellets, and defective penetration is suspected. The inexperienced might argue that a hefty size of pellet like $5\frac{1}{2}$ would do the work of three No. 7's, but this ignores the repeatedly proved fact that by the time a No. 7 strikes the right place a No. 4 cannot be better, while a No. 4 is as useless as any other in the wrong place. One pellet will always do what is wanted, provided it hits a vital spot, but five pellets at least are required to establish the necessary chances in favour of the shooter. My own recipe for 16-bore guns is to bore them true cylinder and to confine the loading to No. 7 shot. Then you get the same *spread* as a twelve and sufficient pellets in that spread for all ranges up to, say, 5yds. short of the corresponding limit in the larger gun, and 12-bores in my experience do most of their work well inside their limit range. My objection to what gunmakers describe as "improved" cylinder is that it very easily goes beyond the immaterial fraction contemplated, in the process imposing the penalties of a substantial degree of choke, verging on the half-choke.

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5.	Apostle Spoon, "St. Thomas" ..	,,	1597
6.	One of pair Seal Top Spoons ..	,,	1598
7.	Queen Anne Shaving Dish	,,	1713
8.	Hindsfoot Spoon, Norwich	,,	1688
9.	William III. Monteith Bowl	,,	1698
10.	Slip Top Spoon	,,	1633
11.	Four Queen Anne Candlesticks ..	,,	1704
12.	One of pair Second Course Dishes, by Paul Lamerie	,,	1750

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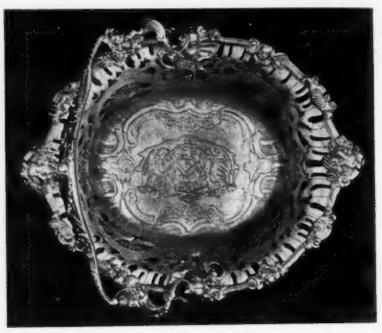
PAUL LAMERIE AND HIS SILVERWORK

ENGLISH PICTURES. EGYPTIAN AND CLASSIC ART

OF the artist-craftsmen of French origin or descent who exercised a strong influence on the style of English silverwork during the first half of the eighteenth century no name is held in higher estimation than that of Paul Lamerie. In his work the design is marked by wonderful invention and by certainty of line; the workmanship by crispness and the highest technical excellence. Love of art in him triumphed over commercial interests, hence he maintained the high standard of silver long after the lower standard was permitted, and it is stated that he put more silver into his articles than was considered necessary by other smiths, heaviness in appearance being got rid of by skilful design and spirited technique. In his earlier manner he depended for effect on simplicity and beauty of form; in his later on elaborate shape and richness of decoration. A fine specimen of this later style is the wonderful bread-basket at Mr. Walter Willson's, King Street, St. James's. From a boldly gadrooned base the profile of the sides (it is of oval form) sweeps upwards and spreads out into an almost turnover edge. The sides are elaborately pierced and engraved to show scrolls, wheatsheaves and flowers, the scrolls being engraved with a line near to and parallel to their outline, which suggests lightness. On the bottom are engraved scrolls and a coat of arms. The upper edge is moulded and richly decorated with lion and amorini masks, shells and flowers alternatively, while similar masks appear on the four scroll feet alternating with shell and leaf ornaments. The handle is boldly carried out in rich scrolls, adorned with masks and flowers, the upper part being of graceful bow shape with ornaments. From the top of the handle to the foot the basket measures 11ins.; in width it is 14ins., and in breadth 11ins. It bears the mark of Paul Lamerie and the date letter of 1742 while its weight is 63 ozs. To Mr. Willson belong a set of second course dishes, a dozen forks beautifully decorated with shell ornament, and other articles by Paul Lamerie.

Mezzotint portraits, early English engravings and original modern etchings, including some fine prints by Whistler and Zorn, will be sold by Messrs. Christie on February 7th. On February 9th they will be occupied with furniture, porcelain and tapestry belonging to the late Mr. Sharpley Bainbridge, of Hatfield House, Lincoln, with furniture and porcelain from other sources and comprising embroideries, tapestries, very fine Chelsea—Derby porcelain and other English and Eastern ceramics. The most interesting event of the week, however, will be the sale of the famous Sharpley Bainbridge collection of paintings and drawings. The paintings are nearly all of English subjects and by well known English artists. There are no fewer than fifty-six examples of the art of Birket Foster, including three of his best: "The Haymakers," with young girls tossing the hay over each other; "The Donkey that wouldn't go" and "The Capture of the 32-pounder," children on a cannon on the cliffs at Margate; with also "The Old Curiosity Shop," a most unusual subject for this artist. Of Clausen's pictures there are twenty-three, among them the masterpieces, "The Labourers," "The Mowers" and the very fresh "Washing Day in Holland." The note of pathos is struck in Stanhope Forbes' country auction scene, "By Order of the Court," and again in "Grandmother's Comfort," a most characteristic painting by Josef Israels—a young girl seated reading to an old woman in bed in a Dutch interior. To the romantic school belong Pinwell's "Elixir of Love," one of the finest pictures in the collection, and his "The Princess and the Ploughman," "Talbot and the Countess of Auvergne," by Orchardson, and "The Wassail Bowl," by J. M. Swan. Nor must we forget "The Dove . . . returned not again any more," by G. F. Watts.

To Egypt and to Crete we turn to find the earliest manifestations of the artistic spirit of man. Ancient Egyptian art gloried in stupendous masses of building; sculpture became applied to it not only on its surface, but in long avenues of statues, sphinxes and obelisks, painting and enamel adorned it with brilliant colours and decorative hieroglyphic writing completed the scheme. Each detail was made for its proper place, strictly subordinate to the general effect or whole, but glorifying it. The smaller statuettes were perfect but strongly architectural in design. A wonderful collection of art is on view in the vast galleries of Messrs. Spink and Son, King Street, St. James's. The Egyptian portion is by itself almost overpowering in the multitude and importance of its units were it not for the scholarly classification and excellent grouping of objects—in this very few provincial museums are as satisfactory. Take, for example, the cases containing statuettes of Egyptian gods; these form a vast pantheon in which are Phthah, Osiris, Thoth, Anubis, Isis, Horus, Neith and a multitude of others. Here, too, are venerable specimens of buff coloured pottery decorated with zigzags and boats, or even flamingoes, and the funerary boat with crew of rowers of the twelfth dynasty, *c.* 3000 B.C., found in a tomb at Beni-hasan, which might have been seen by Abraham when he went to Egypt. This is the emblem of the Boat of the Sun, for after a man died his soul was tried, and if found good it was placed on the Boat of the Sun and conveyed to the abode of Osiris. The architectural character of Egyptian statuary is strongly manifest in the squatting figures. Here is a magnificent one, "The Royal Scribe of the Army," carved in limestone, of the late Rameside period—a wonderfully mobile face with a touch of kindness in the eyes and sadness in the lips—his name is lost for ever. Of great interest is the scarab of Ramesis II—probably the Pharoah of the oppression—in green glazed steatite, or a superb example bearing the titles



A BREAD-BASKET BY PAUL LAMERIE.

of the king; the god-amulets and the beautiful and unusually large bronze of an oxyrhynchus (10½ins. long), with its skin elaborately chased with scales.

For ancient Greek art the galleries are famous. Of the highest order is the "Hercules," the work of Lysippus of Sycion or one of his followers of the fourth century before Christ, the finest period in the history of Greek art. This magnificent marble statue, standing about 5ft. 9ins. high, is known as the "Guarnacci Hercules," its history being that it was brought to Rome from Greece in the second century B.C., and after the fall of Rome it lay buried until the beginning of the eighteenth century, when it was unearthed between the Aventine and Palatine Hills. After passing into the possession of Monsignor Mario Guarnacci, in his palace at Volterra, it was found on the premises of an Italian art dealer in Regent Street in the early seventies. What is more beautiful than the head of Demeter, in marble of heroic size (14½ins. high). Both are probably of the fourth century B.C. and came from the Hope collection, being buried in the sand caves at Deepdene until unearthed for the house sale.

The art of Rome would be worthily represented in Messrs. Spinks' galleries, were it only by the marble statue of a Roman senator, which may be the youthful Hadrian, formerly in the possession of the Duke of Buckingham and the collection of the Duke of Hamilton; but there are many other items, such as the bronze statuette of a priestess dating from the first century, A.D., which was dredged up with others from Lake Nemi and probably was on or in the famous pleasure galley of the Emperor Caligula, and the treasures found in 1906 on the site of the Roman Temple at Leyris, France. These consist of necklaces, solid gold gem rings, silver vases, domestic utensils and other articles secreted about the end of the third century. The Exhibition in these galleries constitutes a valuable museum of pictures, Chinese ceramics, old silver and plate, ivory carvings, embroideries, enamels, precious stones, jewels, rings and other objects from many famous collections. D. VAN DE GOOTE.

MESSRS.

CHRISTIE, MANSON & WOODS'

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Commencing each day at one o'clock.

ON WEDNESDAY, FEBRUARY 15th, 1922.

OLD ENGLISH AND IRISH SILVER PLATE

Old English Silver, the Property of SHARPLEY BAINBRIDGE, Esq., deceased, late of Hatfield House, Lincoln; the Property of COLONEL R. R. B. ORLEBAR, of Hinwick House, Wellingborough, and from other sources.

THURSDAY, FEB. 16th, 1922.

DECORATIVE FURNITURE PORCELAIN and EASTERN RUGS the Property of a Lady, and from various sources.



SALE FEBRUARY 15th.
LOT 79, CHARLES II. TANKARD, 1675. LOT 50, COMMONWEALTH PORRINGER, 1658.

FRIDAY, FEB. 17th, 1922.

MODERN PICTURES and WATER-COLOUR DRAWINGS the Property of **Sir GEORGE SAVAGE,** deceased, late of 26, Devonshire Place, W., and from various sources.

Catalogues may be had from the Auctioneers at their Great Rooms, 8, King Street, St. James's Square, S.W.1.

Messrs. SOTHEBY, WILKINSON & HODGE

will hold the following Sales by Auction at their Large Galleries, 34 & 35, New Bond Street, W.1, during next week, each sale commencing at 1 o'clock precisely :—

February 13th—14th. — Valuable Illuminated and other Manuscripts, Printed Books, etc., the Property of CAPTAIN JOHN HARRISON-BROADLEY; **also a contemporary account of the Scots Guards in 1688 and a Remarkable Byzantine Psalter.**

Illustrated Catalogues (6 plates), price 2/6.

February 15th.—The Very Important Collection of Drawings by Old Masters, the Property of MAX J. BONN, ESQ.;



Sale February 17th—One of a set of ten Chairs.

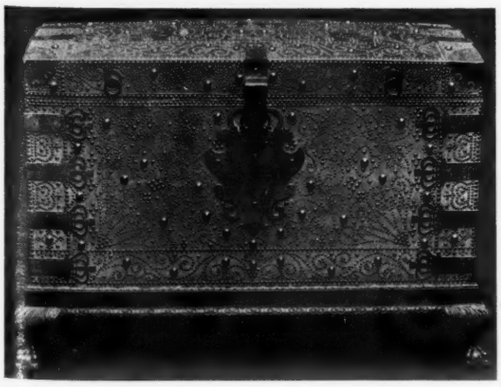
also 55 Original Drawings by John Downman, A.R.A., the Property of the late SIR EDWARD F. COATES, BT., M.P.

Illustrated Catalogues of the Bonn Collection (16 plates), price 5/-

Illustrated Catalogues of the Downman Drawings (8 plates), price 2/6.

February 16th. — Fine Drawings in Water-colour by English Artists of the XVIII Century, the Property of Mrs. ANDERDON WESTON.

Illustrated Catalogues (6 plates), price 2/-



Sale February 17th.—Muniment Chest, on Chippendale stand.

February 17th.—Valuable Porcelain, Works of Art, Fine Old English Furniture, etc., the Property of SIR JOHN DASHWOOD, BT., of West Wycombe Park, Bucks.

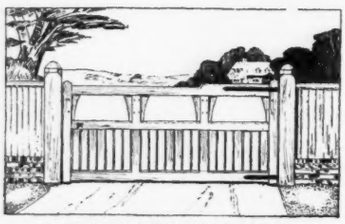
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On View. Plain Catalogues may be had.

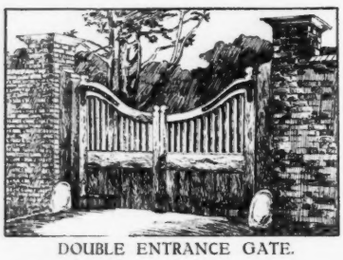


Sale February 17th.—A carved and gilded Side Table, with marble top.

ENTRANCE AND WICKET GATES



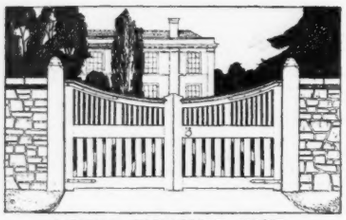
A SINGLE ENTRANCE GATE.



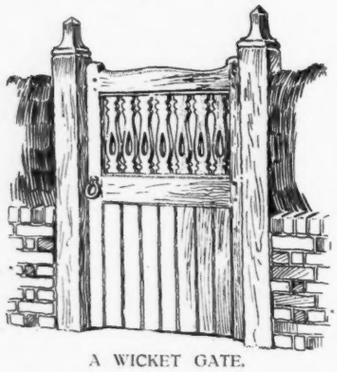
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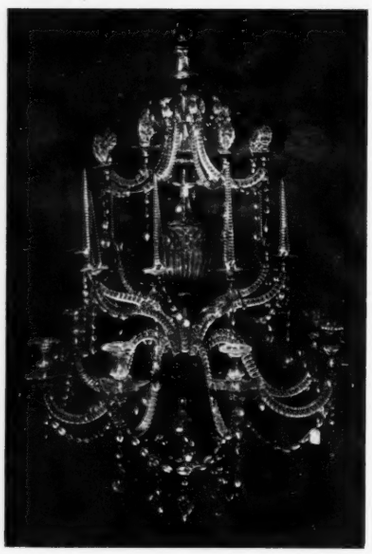
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CHANDELIERS OF THE EIGHTEENTH CENTURY

A *CHINOISERIE* WRITING TABLE. ILLUMINATED MANUSCRIPTS

THE eighteenth century chandelier provides a good instance of the right use of ornamental forms and selected materials as their application to the object serves to increase its capacity to fulfil the purpose for which it was made. In brass or latten the chandelier reflected the candle-light in no uncertain manner, but when made of cut glass it became transformed into a thing of light itself. The more elaborately the glass was cut the greater was the number of radiant flashes of light, sometimes quivering in pellucid gleams, sometimes vying with the rainbow in lustrous colours. Pieces of cut glass strung in festoons and pendant swags carried the lambent brilliancy round the chandelier and rendered its beauty apparent from any point of view, though it was generally seen from below, as when



IN ENGLISH GLASS. *CIRCA* 1770.

"Bright the lamps shone o'er fair women and brave men."

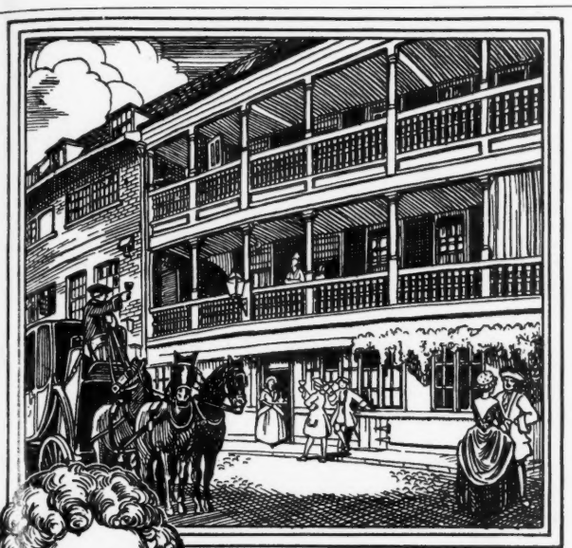
The art of designing and making chandeliers was probably at its highest point towards the end of the eighteenth century, and these present no very great difficulty in adapting for use with modern illuminants, by which their glorious qualities of colour and coruscation are increased to a great extent. One of the finest specimens of the cut glass chandelier of the eighteenth century is in the possession of Mr. Frank Partridge of King Street, St. James's, S.W. It is of English glass made about 1770. The whole is of splendid shape in the mass, the details viewed from any position present an ideal composition of line and are in splendid proportion both to each other and to the whole. The S-shape of the graceful radiating arms is thrown up by contrast with festoons, perpendicular lines of pendants, the central stem and the forms of vases. From a large cup or bowl cut with a frieze of diamonds and gadroon ornament spring eight graceful S-shaped arms, richly and boldly cut, so that the light sparkles and leaps along their surfaces. These terminate in wide "wax-pans" of six-pointed star shape, above which are vases with turnover edges to contain candles. These stars are connected by festoons of pieces of glass strung together and have pendants of the same. Alternating with the cup-bearing arms, eight others of similar character arise, from the same source, festooned and bearing pendants in the same manner, but their six-pointed stars sustain slender spires along the deeply cut edges of which the light glints and trembles. From the cup from which all these arms spring arises a central stem which swells out into a most graceful vase, decorated with frieze and gadroons, as the cup is. Its neck terminates in a mouth, and from it descend eight other arms similar to the first series, but terminating in graceful cone shapes richly cut, with festoons and pendants and surmounted by a glass canopy suggestive of Chinese influence. Below the candelabra-cup its base swells into a canopy similar to that at the top of the chandelier but having a central pendant of an inverted cone.

Near the chandelier stands an exquisitely beautiful satinwood writing table of the same period, probably made for some high Court lady. In its decoration the Chinese taste is very marked—a most unusual feature in furniture of this style. At the far side of the desk is a dainty roll top in satinwood which, when open, discloses receptacles for quill pens, ink-bottles and probably tapersticks. The cupboards arising on either side of it have quaint roofs of harewood and rise into points 3ft. 7ins. from the floor, while the cupboard doors of satinwood bear oval panels of inlay representing graceful figures of Chinese ladies dancing and playing the flute. These panels, with the large one on the surface of the desk, are of extreme delicacy and refinement of colour. Under the desk, which is 3ft. wide by 2ft. 9ins. deep, is a drawer containing a mirror and many compartments, some presumably for the toilet, others for paper, pens and ink-bottles.

The sale of illuminated and other manuscripts and printed books at Messrs. Sotheby's on February 13th and the following day is full of interesting matter, some of the prominent items being finely illuminated Flemish and English fifteenth century books of hours, a French Bible *histoirée* and an Italian pontifical of the same date, Shakespeare's second and fourth folios, Richard Crawshaw's autograph of his first volume of poetry, a contemporary account of the Scots Guards in 1688, believed to contain the only existing account of the movements of the regiment from its formation to its embarkation for service in Holland, and a very beautiful Byzantine Psalter of the eleventh century. On the 15th they sell two volumes of original drawings by John Downman, A.R.A., 1750–1824, the property of the late Sir Edward F. Coates, Bart. These are original portraits of distinguished people, gathered together towards the close of his life, with notes, dates and costumes, many being highly finished and correct studies, others slight in first sittings. Old and modern drawings in pencil, chalk and water-colour form the subject of their sale on February 16th. On the 17th they dispose of porcelain and works of art and furniture, the property of Sir John Dashwood, Bart., of West Wycombe Park, Bucks. The sale comprises fine *famille-verte* vases and covers, a porphyry vase and cover, a pair of apple green porcelain bowls and covers with Louis XVI ormolu mounts, some fine English furniture of the eighteenth century, and a very fine panel of Brussels tapestry representing the visit of Neptune accompanied by tritons and nereids to inspect the "Argo" when it was nearly finished. The panel, which measures 14ft. 4ins. by 11ft. 2ins. high, is by Jos de Vos of Brussels, and has a border woven in imitation of wood carved and gilt. D. VAN DE GOOTE.



WRITING TABLE IN CHINESE TASTE.



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A lighter weight of that soft, rich "Viyella" Flannel which discerning women the world over have proved unique in its beauty, comfort and service. Cooler than cotton or linen and infinitely more pleasing, it is never cold or clammy to the skin.

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—the Court that was used at Toronto for Davis Cup contest (Australasia and Canada), when Canadian Clay Courts were unplayable owing to rain.

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Lying Bill and Thieving Tom

How true it is that very often the innocent suffer for the guilty. On my motor tours I see and hear much that will make interesting reading when my book on "The Romance of the Auction Room" is published. Not many months ago we saw a beautiful picture purchased fifty years ago for (say) £1,050. It was attributed to a famous artist. When brought under the hammer (notwithstanding that the reputed artist's work was considered of higher value to-day, in spite of the present-day slump, than fifty years ago) it was impossible to obtain a bid in the same auction-room for £70. I prepared the owner for the shock, as we knew it was not by the artist, but merely a copy. On my last trip we saw another such, and had to inform the owner that it was not genuine, and that it would be waste of time to send it to town, for although it might have cost £1,500 it would not reach £100. It was then I heard the story of the original sellers of these pictures who flourished fifty years ago, and were known as "Lying Bill" and "Thieving Tom." They amassed a fortune, but through their misdeeds the third and fourth generations of their dupes may suffer. Incidentally, I think it is a bit hard on the Insurance Companies when they have to pay out because such art buyers of the past have placed these "duds" on the market, creating a demand for them which they were careful to supply. How was it done? Well, I should say somehow like this. A very fine copy was produced and "rigged" into some sale. Tom was the rigger and Bill the buyer for possibly ten times as much under the hammer as he had paid the artist who had copied the picture. Mr. Juggins, thinking as Bill had paid such a figure, it must have been a bargain, straightway offered Bill another £50. Which, needless to say, was accepted. This kind of thing has happened hundreds of times in my lifetime, and I am told on the highest authority there are similar fakes in our Museums and Art Galleries, as well as in our ancestral homes, where we often find the pictures and other treasured possessions, such as silver, are practically worthless. For instance, about eight years ago a well-known Peeress showed me a wedding present given her by a famous Duke some thirty years before, and asked my opinion. I had to inform her the things were forgeries, and more, that I could tell where they had been bought. They were not worth £15, but if they had been genuine they would have been worth £500, the sum probably actually paid to the faker for them by the ducal donor. On my advice hundreds of ounces of reputed Charles II. and later date silver, by the desire of the Dukes or their descendants, have been sent to Goldsmiths' Hall, London, to have the forged marks removed and modern ones substituted. At the moment of writing there are lying at the Hall twelve small forks and twelve small spoons for which a judge paid £153 at a sale—they are actually worth less than £10. I am quite sure there are some thousands of ounces of this forged silver regarded by the owners as the real thing, and being zealously treasured up. Not a month ago I removed and sold five articles of jewellery, for which I paid well over £5,000, but the Emeralds which had belonged to Grandmother were fakes—*i.e.*, doublets. For the benefit of the uninformed, let me explain the meaning of the term. The upper part of the emerald doublet is a real stone, usually white and of the same hardness as the emerald. In case a small file is used in testing, the other section (or back) is generally a piece of glass with emerald-colour paint inserted between the two sections—the combination making a very clever imitation of the real thing. For nearly 100 years, and until I arrived on the scene, the doublets had been treasured as being almost priceless. I have known of cases where annuities were to have been bought at the owner's death with the proceeds of the sale of the treasures. The disappointment and chagrin that follow is more easily imagined than described.

A word concerning pearls. Do not be alarmed about the Japanese culture pearls. I meet with very few. Just let me repeat my offer to call with my art expert when in your vicinity, and, for a fee which rarely exceeds £1 1s., spend twenty or thirty minutes passing from room to room. At a glance we can tell you if there is any special value or merit in any piece of China, Furniture, Tapestry, etc. How often it happens we are able to say that that commode or serpentine chest of drawers will sell for at least £250, or that little pair of Chinese figures for £500, and while my art expert is thus engaged, I, looking through the jewels and silver, am able to point out a set of Pearl Studs (worn by Grandfather, and for which, probably, he gave £60), which will, owing to the rise in value, realise £250 at one of my sales, or for Aunt Elspeth's Pearl Necklace, which cost £1,000 in the 'sixties, I would guarantee (say) £8,000. Why, then, not sell some of these "white elephants" and save those restless nights worrying about what the *Times* calls "the burden of taxation"? WILLIAM EDWARD HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. 1. 'Phone: Regent 475.

THE WALNUT CHAIRS OF WESTMINSTER SCHOOLS.

ENGLISH INTERIOR DECORATION. RARE BOOKS.

GLORIOUS is the history of our old London schools, some of which originated in the ancient hospitals. Several of them, in order to increase their efficiency and to ensure a wider distribution of their benefits, were reconstituted by the Charity Commissioners in 1873. Some were amalgamated in what is now known as the United Westminster Schools, and one of the old institutions composing it was the St. Margaret's Hospital, Westminster, which was founded by the Royal Charter of King Charles I and had a school for the education of boys, taken in on the nomination of the Governors, clothed in green, educated and afterwards apprenticed for seven years. It stood on the ground now covered by the auxiliary premises of the Army and Navy Stores, and had its entrance in St. Margaret's Passage. The Hospital buildings were demolished in 1873, the oak panelling was sold, but some old chairs and other things were removed to the new Governors' Room in the United Westminster Schools.

We illustrate these chairs which have been entrusted by the Governors to Messrs. Christie and will appear in their auction rooms on February 23rd. They are mentioned in the minutes of the yearly meeting of the Governors of Saint Margaret's Hospital on October 18th, 1708, in the account of the subscriptions towards rebuilding the Governors' Room and the sums expended, the total amount being £213 5s. 6d., which balanced, after the tradesmen had abated £2 4s. 6d., "to even the said account." In these accounts appears "to Mr. Collins for chairs, £15 15s."



CHAIRS MADE FOR ST. MARGARET'S HOSPITAL, WESTMINSTER, CIRCA 1708.

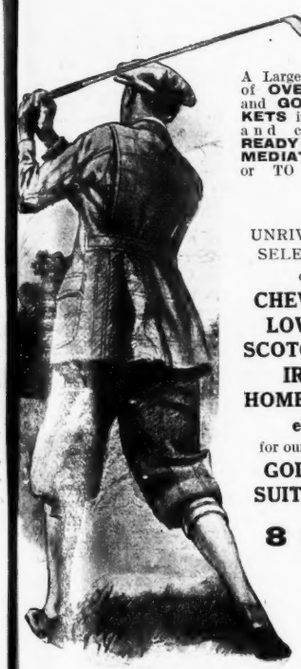
The chairs are of fine proportions, graceful design and splendid workmanship. The seats and backs are upholstered in leather, the rails have turned tapering pillars and are surmounted by shaped knops. Over the top is an arched scroll ending in volutes, the upper edge escalloped, carved and pierced, with smaller scrolls lower down. The shaped arms terminate in scrolls resting on turned pillar supports, the front legs are partially turned, the stretchers plain except that in front, which takes the form of the carved scrolls on the top of chair. The single chairs are about 49ins. high, the armchair is 54ins. At the same sale will be exposed a very fine set of Chippendale mahogany chairs, the seats covered with Soho tapestry, the property of the late Edward Hollins of the Moat House, Tamworth, whose ancestor purchased it from the agent of the second Marquess Townsend, who lived there and died in 1811. Messrs. Christie will sell, on February 24th, hunting pictures of great importance, by Sartorius, whom Sir John de la Pole, Bart., specially invited to Shute House, Seaton, Devon (about 1782–9), to paint his hunt. In the picture of "The Meet" there occurs, in the distance, to the left, a lady in her carriage—the famous Lady Anne de la Pole, whose portrait by Romney was sold at Christie's on June 13th, 1913, and realised £41,370. There are nine of these sporting pictures by Sartorius, the property of Sir Frederick de la Pole, Bart., and old pictures and drawings belonging to the late M. Tomkinson of Franche Hall, Kidderminster.

The art of designing interior decoration worthy of our stately English mansions is one of the highest, and probably no problem makes greater demands on artistic capacity, training and experience. Some magnificent schemes have been devised and carried out in the houses of our nobility and gentry by Mr. G. Jetley of North Audley Street, W. To assist in carrying out these, he possesses a fine collection of Old English furniture, from the refectory table with Gothic carved posts to the mahogany and satinwood furniture of the eighteenth century. One speciality lies in chandeliers of Louis XIV and later periods in wood, carved and gilt, and ready for use with modern lighting. Another is a wonderful series of wall mirrors, from the time of Charles II onwards. Of this period is a splendid set of walnut chairs, the backs caned in oval panels, in frames pierced and carved with scrolls, foliage and rosettes, the top arched and having amorini supporting a crown. The back rails are spirally twisted and surmounted by acorns, the shaped arms terminate in scrolls. The seat is of cane, set in a carved rail, the legs and underframe spirally turned except in front, where it is similar to the crest of the chair. Here, too, is cottage furniture, including Welsh and Court cupboards; one, having doors of arched and square panels with fluted post and drawers above, is of beautifully rich colour. It measures 4ft. 9ins. wide, 5ft. 1ins. high, and is 1ft. 11ins. deep.

Printed books, with a few illuminated and other manuscripts, are to be sold by Messrs. Sotheby from February 20th to February 23rd. The early printed books include Caorsin's "Siege of Rhodes," 1496; Pliny's Natural History, 1476; and Tavernier's Bible, 1539: while there are also the rare Boccaccio's Decameron in English, 1620–1625, and Combe's "Second Tour of Dr. Syntax," in rare state, in parts, with wrappers and advertisements. There are also tracts of the seventeenth and eighteenth centuries and books from modern private presses. On February 27th they dispose of the books unsold or returned as imperfect at the sales of the Huth library. The list of works in this sale comprises 232, and includes such prizes as Caxton's "Chaucer" (Canterbury Tales), of which only two perfect copies are known; the present volume was withdrawn at a former sale at the price of £905; and the series of seven rare plays, bound together in one volume for Charles I. D. VAN DE GOOTE.

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FINE TWILL FLANNEL
SHIRTS

JUDGE a "Clydella" by your own standards of a good shirt. You'll find it satisfies on every point.
Cut and finish? Excellent! just notice the shapely shoulders, sleeves and collar band, and the perfect stitching.
Material? Irreproachable! Fine twill flannel, soft, light, and unshrinkable. Smart in pattern, and obviously *good*.
Wear? Without equal! Washday after washday finds a "Clydella" just as neat and comfortable as ever.

In cream and smart woven stripes.
"Clydella" Pyjamas too are just as good.
Patterns free from
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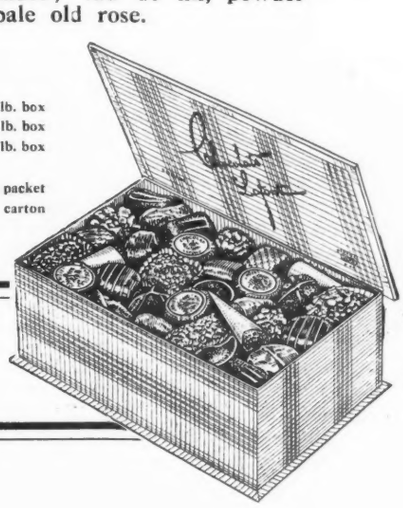
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3.	Wm. and Mary Tankard ...	„ 1691
4.	4 of 6 Pierced Salt Cellars	„ 1768/9
5.	1 of 6 Vine Pattern Fruit Baskets	„ 1810/20
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7.	4 Candlesticks to Match ...	„ 1761

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A ROCK CRYSTAL CHARM

ENGLISH PICTURES. INDIAN SILVER.

AMONG the ancient peoples of Eastern Europe and Asia, articles made of rock crystal were highly prized, and the material was skilfully wrought by the Greek and Roman artists. It appears to have declined in favour as an artistic medium in Western Europe during the period when Gothic art was prevalent, but, with the Classical Renaissance it became once more prominent, and beautiful objects of *vertu* were fashioned of crystal, mounted in gold or silver, heightened with colour in bright enamels or precious stones. It was regarded as a charm in divination, and probably its extreme coldness was responsible for its use in fevers. A wonderful rock crystal of large size in a silver mounting of seventeenth century French or Italian design is to be seen at the galleries of Miss Elinor Perssé, and the Hon. Mrs. Alexander Hore-Ruthven, 52, Brook Street, W. It is, roughly, of inverted pear shape, its surface being cut in planes following its contour, with a flute in each face. In the lower part the edges are channelled, and give the effect of foliage growing upwards. It is



ROCK CRYSTAL WITH SILVER MOUNTS.
(Eighteenth century.)

supported on an elaborate tripod stand of double scrolls richly worked with dragons of silver. The handles, of similar character, are remarkably spirited and graceful; while the top of the crystal is fitted with a silver cap faced like the crystal. From this proceeds an ornament surmounted by a classical figure. The crystal presents a dazzling light, flickered over with reflections and shadows from its mounting; a thing of mystery now as in times gone by. It is 13½ins. high by 7ins. wide. In the same collection are exquisite and probably unique candelabra of rock crystal, articles of *vertu* in mother-o'-pearl and precious materials, and beautiful old Irish silver. Among the furniture one notices an outstanding piece, a Carlton writing table of 5ft. front flanked by two drawers, the tops of which recede in a fine upward sweep which curves round to the back, where it is surmounted by a brass perforated gallery. There are six small drawers in front and cupboards in the rounded corners; below the desk is a long drawer flanked by two smaller, and the whole stands on four graceful square tapering legs. Near it is a fine Chippendale mahogany side table, its square legs decorated with a recessed moulding and pierced brackets which support the fretted frieze. The top is of marble, upon which are placed Chinese vases of an indescribable powder blue with panels of water scenes, trees, buildings and rocks, with ormolu mounts. In another gallery are fine examples of old Irish glass, large boat-shaped Waterford bowls, a set of twelve finger bowls of Dublin manufacture marked with the name of Francis Collins, who worked about 1770, decanters, wine-glasses, sugar-basins and many other articles, including a giant tumbler with patterns in surface cutting, 13ins. high by 10½ins. diameter at the brim.

Following the sale of old English furniture, objects of art and tapestry, the property of the Countess of Limerick, C.B.E., on March 8th and 9th, when so much rare Elizabethan and seventeenth century carved oak and walnut is to be disposed of, Messrs. Christie will put up some pictures, mainly old masters, belonging to the same owner, on March 10th. At the same sale will be exposed a selection from the famous collection of pictures, the property of the Right Hon. Lewis Fry, deceased, late of Goldney House, Clifton Hill, Bristol. From this collection, recently, the family presented a very fine picture by Lucas van Leyden to the National Gallery, while they are retaining other pictures. Those to be sold at Christie's include some old masters, among which is the well known landscape by Philip Wouverman, entitled "View of Open Country during Harvest," and a series of very important water-colour drawings by R. P. Bonington, David Cox, Copley Fielding and three by Sam Austin. At their sale of books and manuscripts on March 2nd appeared a remarkable English Book of Hours for the great festivals of the Virgin, the work, probably, of an East Anglian illuminator in the thirteenth century. At that time English embroidery—"Opus Anglicanum"—was at its best as we see it in ecclesiastical vestments like the Ascoli-Piceno and Syon copes, and probably it was to illuminated manuscripts such as this that the embroiderers turned for inspiration of subject or composition. The book consists of 137 leaves, containing forty-eight large illuminated initials, all but three of which are historiated with exquisite miniatures, twenty-one smaller miniatures, 270 borders, with many other illuminations, including grotesques, birds, curious beasts, men playing games and musical instruments, hunting, pastimes, tilting, wrestling, fishing and humorous subjects.

On March 6th and 7th Messrs. Sotheby are occupied with Oriental art, mainly Persian and Indian miniatures and manuscripts with lacquer, textiles and works of art, comprising the property of Sir Coleridge Kennard, Bart., and others. Eight miniatures by Muhammad Yusuf, dated 1657, illustrate the manuscript of the love story entitled "Suz-u-Gudaz," composed by Muhammad Riza Naui about 1606, in which the "Burning" rite, or Sati, is insisted upon by the widow and described in glowing verse by the poet. Another manuscript is a "History of the Moghul Empire" in Persia from 1258 to 1312 A.D., written in 1431, with very fine miniatures, in leather binding having embroidered floral centrepiece and corners in silver wire. An important part of the sale consists of a series of silver images of Hindu gods, sacred vessels and figures from the palace of the Maharajah Gaekwar of Baroda and sold by order of a lady. Here is Ganesa, the elephant-headed God of Wisdom and Remover of Difficulties, seated between two female attendants, in front of whom are two rats offering jewels, enthroned and enshrined in chased and pierced work of floral design, with a central rayed sun and cobra-headed canopy above—the whole 12½ins. high and weighing above 278 ozs. There are eight of these and six others, similar but smaller. In keeping with the larger set are six images of the Third Person in the Hindu Trinity, Siva and Parvati, the Destroyer and Reproducer, and again Surya, the Sun God, on a chariot drawn by a seven-headed horse driven by Aruna the Dawn. In the centre of the shrine is a rayed sun parcel-gilt. Other images are Anna Purna, the Giver of Food, a form of Parvati, in silver parcel-gilt pavillion, and small figures of Krishna as the "Butter Thief," crawling with one hand holding up a pat of butter he has stolen from the Gobis. There are many trays for offerings to various gods, and other figures. D. VAN DE GOOTE.

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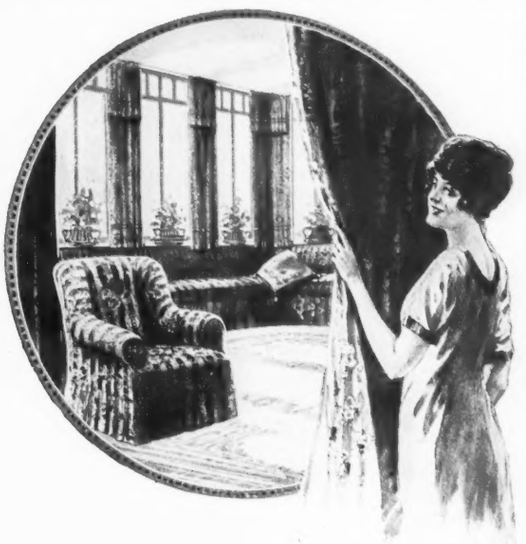
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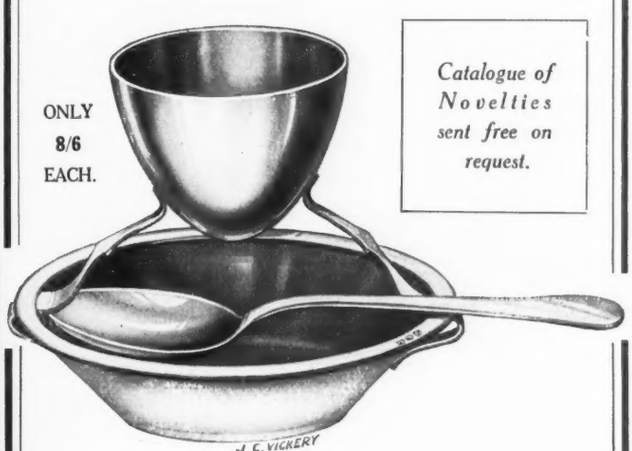
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A STUMP-WORK CABINET

OLD SILVER AND OLD ENGRAVINGS

A CABINET decorated with stump-work of exceptional excellence is in the possession of Mr. Cecil Partridge of King Street, St. James's. Made orginally for the owner of Fordington in Dorset, whose arms appear in the needlework between the top drawers, it remained in that house until Mr. Partridge purchased it, and as the panels are framed into the beading and enclosed by doors, thus escaping exposure to the light, they have suffered very little in the course of two-and-a-half centuries. The cabinet will date from about 1670, and was, no doubt, given by Mr. Hayne of Fordington to his wife to mark his appreciation of her exemplary industry. The cornice, veneered with oyster pattern, is fitted for jewels and lined with a faded pink silk. On the front the doors are



A NOTABLE SPECIMEN OF A CURIOUS ART. STUMP-WORK CABINET, *CIRCA* 1670.

inlaid with ebony and floral scrolls on sycamore ovals, the character of the marquetry suggesting Italian influence. The centre door of the cabinet opens to disclose a temple-like structure with mirrors and gilt columns set on a floor formed of a chequer pattern of ebony and ivory. Behind the temple hiding-places are concealed, the catch that reveals them being only released by the removal of the drawers on the right. But the chief interest of this remarkable piece lies in the needlework which it was obviously designed to display, and both in colour and execution it is a notable specimen of a curious art. On the panels let into the doors are two half-length portraits of Charles II and Catherine of Braganza set in floral ovals of raised silkwork. The decoration on the lid appears to represent the King receiving, with a gesture of horror, the head of his father from a guilty Britannia, while a further comment on the late calamities is afforded by the composition on the right, where the Ship of State is seen being drawn on to the rocks by syrens. In the centre of the cabinet Pharaoh's daughter is finding Moses in the cradle of bulrushes; and the panels on the doors represent a series of Scriptural incidents well thought out in relation to the spaces they were designed to fill and much less grotesque than in the majority of examples. The decorative effect is heightened by the introduction of metal accessories. In one portrait the King has a crown and sceptre of gold, while in the other his head-dress is a scrolled helmet of beaten silver. When it was removed from Fordington the stand of the cabinet was much decayed and the turned uprights have since been renewed; but the silver handles and the beautifully wrought escutcheons and keys are all original.

Some fine silver of the Stuart and Early Georgian periods will be disposed of by Messrs. Christie at their sale of old silver on April 4th. There is, too, a sixteenth century Florentine silver-gilt rosewater dish attibuted to Benvenuto Cellini, decorated with panels representing the history of Titus, and probably made for a Knight of the Order of the Crescent. From the executors of the late L. F. J. C. Craven, come interesting Georgian pieces, including two magnificent bread baskets, illustrations of which appeared in COUNTRY LIFE, January 2nd, 1915. One of these, by Paul Lamerie, made in 1724, has the centre engraved with a coat-of-arms surrounded by a design of scrolls, shells and foliage, the sides being pierced as basket-work and chased with rosettes. The upper part is of most beautiful design with husks, scrolls and a fine rope edge in keeping with the handle of twisted cords alternately roped and plain. It weighs 58 oz. The other, by Edward Vincent, 1733, is of simple design, the centre engraved, the sides pierced with trellis-work and a conventional floral diaper. The handle, of baluster forms, is of pleasing contour. Notable, too, is a pair of Charles II table candlesticks, 1682, with branches of a later date.

On April 4th and two following days Messrs. Sotheby will disperse the second portion of the well known collection of engravings and woodcuts, the property of the late Dr. William Odling of Oxford. The present portion comprises many fine specimens of the Early Dutch, Flemish and German schools. There are many most enviable examples of Dürer: "The Prodigal Son," "St. Hubert," "Melancholia," "The Knight, Death and the Devil," "Christ in the Garden" (etched on steel), "The Angel with the Sudarium" and "The Sudarium," with fine woodcuts also including one of "Ulrich Varnbuler." Of the prints by Lucas Van Leyden here are the fine "Samson and Delilah" from the W. E. Drugulin collection, and "The Adoration of the Magi." Among the Little Masters we note the "John of Leyden," by Aldegraver, and "Luther," with fine woodcuts by Altdorfer, the "Ferdinand I" of Barthel Beham and a number by H. S. Beham in various states, "The Standard-Bearer" being in the second. There are very fine plates by Martin Schongauer, including those of the Passion and "St. Christopher," an unusually important series by M. Zatzinger, inclusive of "The Tournament" and "The Husband subdued by his Wife" from the Dr. Griffith collection, and an important series by Israel Van Meckenen, not the least charming being "Acanthus scrolls with dancing figures." Important also are Duvet's "Triumph of the Unicorn," woodcuts by Burgkmuir, Lucas Cranach, De Bry, and many prints by later artists, Claude de Lorraine, Dusart and A. Van Ostade. The series of portraits by the Wierix family is most interesting. Here are Queen Elizabeth, Sir Thomas More in two different portraits, by A. Wierix; religious subjects and portraits of William I of Orange, Queen Elizabeth, Robert, Earl of Leicester and Sir Francis Drake, by Jerome Wierix; and the Archduke and Archduchess of Austria, a pair, and William I of Orange, a proof, by John Wierix. There are three white-line woodcuts, title-pages of works by Pelbartus de Temesvar, printed about 1502.

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"For of all sad words of tongue or pen, the saddest are these — 'It might have been!'" Thus wrote Whittier. Failure to take the advice of those who know, and of the Editor of *Truth* in particular, leads to such a sacrifice as the instance given in *The Times* of March 14th, when it was stated that the Persian Carpet from the City Equitable Board-room, which cost £1,500, only realised at the sale £40. Another glaring instance was that of the late Colonel North's sale at Eltham. A picture for which £2,000 had been given sold at auction for £1. Now for the contrast and the reason why people are flocking to Calder House. The following appeared in *The Times* of March 10th :—

"Mr. Hurcomb's sale at Calder House, Piccadilly, included, in addition to the fourteenth century ivory diptych mentioned in *The Times* of Wednesday, an early Chippendale Mahogany Secretaire Cabinet which brought £160; a Chelsea Bust of Voltaire, £23; a Charles II. Two-handled Porringer and Cover (1681) at 115s. per ounce, £133; a Diamond Tiara and six fittings, £265; a Diamond Ornament, £372; and a Diamond Tiara, £400."

Without fear of contradiction I can positively assert that during the past five years I have sold more jewels and silver than all the other London Auctioneers put together; moreover, this statement includes six firms who, according to their own announcements, have been established in the aggregate some 760 years. My record has been achieved in five years. The art expert who travels with me on my motor tours went to Ireland for me and picked out things of art value worthy of transference to London. Among other things discovered were two chairs which broke the record and sold at auction for 1,750 guineas. The same expert found on some old chairs some art needlework covers in bad condition, which sold for 100 guineas. Neither of these was sold at my own auction rooms. Jointly, we discovered in Devon the dressing-case with silver tops, etc., which was sold at one of my auction sales and realised £3,300; a 5½in. pair of orange tubs sold for £825; three engravings, £1,275; a lady's diamond ring, £3,965; a pendant with one diamond, £7,300; a silver inkstand, £900; a collection of postage stamps, £800; a piece of tapestry, £2,000; a piece of ivory, £250; a chest of drawers, £170; whilst for a row of pearls at one of my sales £66,000 was offered and refused. It was taken elsewhere, and failed to produce by auction £50,000, and was afterwards sold by private treaty. If you want top prices, write and ask me to call with my art expert.

Our fees for valuations for probate, insurance and division are always moderate, but we rarely charge more than 21s. just to call and spend twenty minutes or so passing through rooms and pointing out the treasures that you could easily spare to help pay your pressing claims. I always advise the auction and usually assure a definite amount. Before Easter we hope to visit by car: Hereford, Welshpool, Barmouth, Bangor, Denbigh, Shrewsbury, Chester, Crewe, Liverpool, Manchester, Sheffield, Buxton, Blackburn, Skipton, Wakefield, Newcastle, York, Hull, Louth, King's Lynn, Malvern, Leamington and Hitchin. Are you on the line of route? If so, write at once. All I aim at is auctioneer's commission, and doing my best for my customers.

WILLIAM EDWARD HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. 1. 'Phone: Regent 475. **Hurcomb.**

EMBROIDERIES OF LOUIS XIV

TENIERS TAPESTRIES AND INDIAN MINIATURES

IN the sale of tapestries belonging to the Right Hon. Cornelia, Countess of Craven and removed from Combe Abbey, Coventry, and Chesterfield Gardens, W., which will take place at Messrs. Christie's on April 25th, there is included a wonderful series of needlework hangings made for Louis XIV, who established ateliers of embroidery beside the tapestry-weavers in the Gobelins. These hangings, however, were made at St. Cyr from designs by Audran and were taken to the Palais Royal in 1793. They were six in number and are composed of a central subject surrounded by wreaths of flowers or fruit, arabesque foliage, cornucopiæ, lions, monkeys, rabbits, guinea-pigs and other animals and birds, trophies of arms and instruments, emblems and shells, with the royal arms of France at the top, all worked in coloured silks on a ground of silver thread. The subjects are "Peace," represented by Venus and Adonis; "Spring," by Flora; "Summer," by Ceres; "Mars" and "Jupiter," by figures of Louis XIV; and an "Allegory of War," with a military trophy in the centre.

Probably the most highly valued of Gobelin tapestries are those having for subject the story of Don Quixote from designs by Charles Coypel, of which 240 hangings were woven from 1720 to 1794 in seven different borders. The Don Quixote tapestry in the sale has a narrow yellow and red frame-pattern border, the subject being the Departure of Sancho Panza for the Isle of Barataria—a masterly composition in the gardens of a palace. Of Beauvais tapestry there is an interesting series of unusual subjects—stag and boar hunting and views in the gardens of a château in borders of flowers, fruit and small animals, in bright colours on a brown ground—woven in the late seventeenth century when the manufactory was conducted by Philippe Behagle.

The Brussels tapestries almost entirely represent scenes from peasant life as pictured by David Teniers. The most charming, that of the shepherd and milkmaid subject, with sheep, cattle and pigs in the foreground, is illustrated here. It is framed in a magnificent border of foliage, vases of flowers, shells and a trophy in red and buff. By Jos de Vos of Brussels, to whom we owe the tapestries of "The History of Alexander" at Hampton Court, is a set of three brilliant hangings woven with Teniers' subjects, peasants feasting and merry-making outside an inn, and a harvest scene set in breezy landscape, where the harvesters are cutting and tying the corn in double binding. These are framed in narrow conventional borders. A third Brussels set of two panels shows a merry party of farmer folks drinking before a cottage, with a wintry river in the background, and four men round a table at which dice are being thrown, in borders of foliage and strapwork. Three Brussels panels, remarkable for their skilful weaving and brilliant borders of flowers and fruit, depict garden scenes with flamingoes, turkeys and other birds. They are signed by H. Reydams, a famous seventeenth century master weaver. There are various other Brussels and Flemish pieces.

Persian, Indo-Persian and Indian miniatures, manuscripts and works of art will occupy Messrs. Sotheby's galleries on April 24th and the following day. Of Indian miniatures there are many portraits, including one of Akbar the Great hawking, by an artist of the Kangra school, and another of him seated on his throne with attendant ministers, by one of the Rajput school. To the former school belong scenes from the life of Krishna; but the finest drawing in which he appears is one of strangely modern effect, representing Indian ladies, in the cool of the evening, bathing in a stream, dressing, washing clothes and filling water jars, with the glow of the setting sun seen through the trees, from behind which his head appears. It is of the Mogul school, to which also belongs the wonderful "Tragedy in a Zanana," where a man is dying on the floor. There are many drawings of Rāg-mala, or pictorial representations of the expressions of Raga, or melodies sung at different watches of the day and night—songs derived from those of local tribes, or of the mystics representing passions or emotions. Thus Rag-Hindola, sung in the eighth watch, expressive of love and with a swinging rhythm: Krishna and Rhada in a swing. Of Persian miniatures there are good examples of the schools of Bihzad and Riza Abbasi. An extreme example of anachronism occurs in one of a pair of Persian lacquer panels, representing Moses changing his staff into a serpent and the Egyptians drowned in the Red Sea. In the latter there are three ships in the distance—one of which is a paddle steamer!

On March 24th Messrs. Robinson, Fisher and Harding sold at Willis' Rooms a carved ivory model of a frigate with three masts, rigging, guns and extra boat on platform 27ins. long by 21ins. wide, made by the French prisoners during the wars with Napoleon, for £73 10s. (Ackerman), and a pair of ebonised dwarf cabinets inlaid with birds and flowers in various coloured marbles, chased ormolu acanthus foliage mask heads, pateræ and marble tops, with another with similar marble inlay, marqueterie borders and sides, chased ormolu Bacchanalian heads and mounts and rouge marble slab, at £72 9s. D. VAN DE GOOTE.



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O 2091.

A fine old Arm Chair, of Oak, period of Charles I., carved with foliage and inlaid with box-wood and holly, (*as illustrated*). **£18 10s.**

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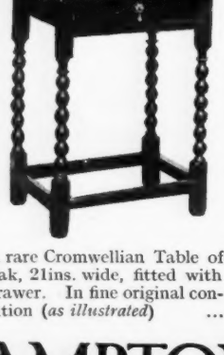
O 2834 A 44 piece Crown Derby Tea Service painted with prunus trees in red, blue and gold in the Chinese manner, comprising 1 Teapot Stand, 7 Breakfast Cups, 3 Coffee Cups, 15 Saucers, 1 Butter Dish and Cover, 1 Muffin Dish and Cover, 1 Bowl, 2 Dishes and 11 plates ... ... **£14 10s.**

O 2083 A pair of Sheraton Stools, of Mahogany inlaid with a black line, on square tapered legs, seats covered with tapestry. **£11 10s.**

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O 5761 A 2ft. 6ins. Mahogany Pedestal kneehole Dressing Table fitted with 7 drawers and cupboard in centre ... ... **£26 10s.**

O 3156 A fine old Grandfather Clock of well figured Mahogany. The 8 day striking movement, on gong, by Andrew Hewlett, Bristol, Silvered Dial with chased brass spandrels, a calendar dial and a dial showing phases of the moon and "High water at Bristol Key." 7ft. high ... ... **£59 10s.**



O 5766. A rare Cromwellian Table of Oak, 21ins. wide, fitted with drawer. In fine original condition (*as illustrated*) ... **£14 10s.**

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ANCIENT DRINKING GLASSES

ENGLISH PORTRAITS AND SILVER

ANTIQUITIES, mediæval works of art, ancient glass, Greek and Roman bronzes, badges and pilgrims' signs, Roman gold ornaments and other objects from the late Sir John Evans' collection, and sold by his son, Sir Arthur Evans of Youlbury, near Oxford, owing to the pressure of present taxation, will be disposed of by Messrs. Sotheby on April 27th and the following day. The ancient glass is the most important section of the collection, which includes many Roman pieces of great beauty and rarity. We illustrate a drinking glass of the exceedingly rare crystalline fabric of antiquity described by Pliny, found at Aquileia, a principal centre of Roman glass making in Italy. Thin threads of glass taking the forms of sea-horses decorate its long and finely shaped body, on the lower part of which occurs a band of looped and beaded thread patterns. Two other specimens, one from Pompeii, are known. Of contrasting form is a drinking cup in exquisite green glass with ring side-handles decorated with vine sprays and labels inscribed "Made by Ennion, let the buyer remember," in Greek, which has been termed "The earliest known advertisement." Other specimens with similar inscription by this maker, who was probably a Sidonian artist of the Early Roman Imperial period, exist. Among the specimens found at Amiens are two jugs, one having curious looped handles forming openwork at attachment, the other with depressed body decorated with glass threads, an elaborately looped handle and unusual spout. Some remarkable Greek pottery is included in the sale: a bell crater figured with the rare myth of Hercules and the god Plouton, Tanagra figures, a prehistoric armlet of spirally twisted gold, a golden diadem of the Hellenistic period with figures of Apollo and Nike, and Egyptian antiquities.

Portraits of great importance painted by the most prominent English artists come under the hammer at Messrs. Christie's on April 28th. The full length of Lady Frances Warren, second wife of Sir George Warren, K.B., of Poynton, in blue floating dress, mauve sash and red cloak, painted in 1759, is one of the few works signed and dated by Sir Joshua Reynolds, and right worthy is it of that honour. Of great dignity and graceful movement is the portrait of Sir George Warren's first wife, Lady Jane, only daughter of Thomas Revell of Fetcham, Surrey, who died in 1761. She is depicted walking in her garden in a pink dress with white muslin sleeves, accompanied by a black dog. There are splendid Romneys—the portrait of George Bustard Cleaver in scarlet coat, gilt buttons, yellow vest and breeches, is one of the best and, with its companion painting of his wife, was painted in 1786. Another, Elizabeth Harriet, Viscountess Bulkeley, as Hebe, is well known. Gainsborough is represented by the fascinating child portrait of Miss Julia Mott, given in gratitude for being nursed through a dangerous illness in Mr. Mott's house, and a very fine landscape, "The Gipsy Encampment," in sunset. By Raeburn are the stately presentment of Lady Turing, wife of Sir Robert Turing, Bart., of Banff, in a white muslin dress displayed against a blue cloak; and the wonderful portrait picture of Archibald William, thirteenth Earl of Eglinton, painted when Lord Montgomerie, a boy of six, riding a black pony and wearing a yellow dress and dark brown cap. Among other pictures there are primitives—"The Madonna and Child enthroned," by Bouts, and a very fine "Donor at his devotions and a female saint" of the school of Van der Goes. Signed by Willem de Poorter and dated 1636 is "The Sacrifice," a most interesting picture showing the corner of a town and many figures.

In the third quarter of the seventeenth century silver tankards of a very rare type make their first appearance among the masterpieces of English silversmiths. A pair of these formed one of the attractions in the sale at Christie's of the second Earl of Warrington's silver plate last year, and are illustrated and described by Mr. Avray Tipping in COUNTRY LIFE, April 16th, 1921. Among the possessions of Mr. Walter Willson, of Duke Street, St. James's, is a tankard closely approximating to these, but of smaller size and slightly later date. Its body is plain, but is cut in two by mouldings within a short distance of the base, which is supported by three eagles of remarkably fine workmanship, one of which is placed under the handle. On the lid is another eagle as thumbpiece; the lid is practically flat and has, with the body of the piece, mountings of ropework. The handle is of excellent workmanship, the chief motive being a somewhat grotesque dolphin, suggestive of a caryatid, its tail passing into bifurcations in the lower part, affording opportunity for an ingenious decorative arrangement with the head of the supporting eagle. The handle shows matchasing. The tankard is 8ins. in height and is dated 1675. A very dainty inkstand, also the property of Mr. Willson, is of oval form and measures about 8¼ins. at its greatest diameter. The tray is richly decorated along its border with ornaments and chased with cherubs' heads of fine workmanship, scroll-work and flowers, while the handles are contrived of shells and ornament. From the centre of the tray rises the taperstick, of good proportions and elegant contour. The inkpots are of the rare sort having beaded tops, and



AN ANCIENT ROMAN DRINKING GLASS.

are hinged to the pots. These are of vase form, chased with flowers and foliage. The inkstand rests upon four paw feet; in general effect it seems a triumph of lightness and delicacy, which is due to the design alone. Turn it over and see the base is of massive silver, admirably designed to prevent it being accidentally overturned, and mark the thickness of silver in the paw feet. There is only one artist of the period who was so prodigal of his silver, and the inkstand bears his mark—Paul Lamerie—and the date letter 1741. Small as it is, it weighs over 25 oz.

The Mackenzie collection of rare tokens and theatre passes, some of which were illustrated in our last issue, was dispersed by Messrs. Glendining and Co. on April 12th. The highest price for a single medal was £48 for a silver one given to an African native chief, named Fato Selah, in 1830. Dr. Schomberg's pass to Drury Lane Theatre, 1759, brought in £41. Five fine silver admission tickets to Vauxhall Gardens, 1750, sold for £185. It is interesting to note that the silver Royal Geographical Society's medal for Captain Scott's Antarctic Expedition, 1904, only realised £9.

D. VAN DE GOOTE.

FROM THE EDITOR'S BOOKSHELF

The Renaissance of Roman Architecture. Part II, England. By Sir Thomas G. Jackson, Bart., R.A., 42s.

A Guide to English Gothic Architecture, by S. Gardiner, 16s. (Both published by the Cambridge University Press.)

THIS, the sequel to Sir T. G. Jackson's "Renaissance of Roman Architecture" in Italy, is also the conclusion of his series of brilliant *examens* of Byzantine and Romanesque architecture, and Gothic architecture in France, England and Italy. The volumes are uniformly and beautifully produced, the letterpress well printed, and illustrated by many photographs and drawings in pen and colour by the author, many of which by the dates of their execution betray that this book is the result of fifty years' travel and experience. Sir Thomas Jackson is peculiarly fitted for the task that he has completed. He is, first and foremost, a great humanist—if the term may be applied to the study of architecture—a man of the world and a scholar. He is also, perhaps in consequence, an architect whose sympathetic restorations at the Universities need not repetition to be remembered. These two qualities combine in his books, remarkable for the lucidity of mind and style with which he treats his subject. This volume, which begins with the Italian Renaissance in England during the English *Cinquecento*—the sixteenth century—and carries on the theme to the destruction of the, till then, continuous tradition of architecture by the Gothic Revival, is suitable for expert or novice, as a work of reference or of inspiration. For Sir Thomas never fears to say what he thinks and, by treating the long period broadly, avoids the danger of losing reader and self in masses of detail. Consequently his work is clear, suggestive and inspiring. Inspiring to expert and novice alike by its insistence only on essentials. At a time when architectural criticism, which means an innate desire for beauty, must be reinspired if architecture is ever to be again a living popular art, this book is of the very kind that is needed. Mr. Gardiner so far accompanies Sir Thomas Jackson as to have published this text book for schools, in which young people are to be taught to use their eyes. The two authors have a common end—the appreciation of architecture. But there the ways divide. Sir Thomas insists on general form and purpose, detail being naturally subsidiary. Mr. Gardiner, being an antiquarian, begins with, and never gets further than, the detail. And possibly—for the book is based on a collection of architectural photographs, taken by the author, which have for long been used and appreciated at Harrow and other schools—very possibly it is details that the undeveloped mind of a boy finds it easiest to grasp. Anyhow in other subjects, like grammar and arithmetic, it is details with which he is surfeited, and not till he is a man is he allowed to see what the details go to make up. But as for this volume serving any other purpose than to satisfy curiosity, it is but poorly designed. Perhaps it is unfair to compare it to Sir Thomas' book; but compare it to "The English Parish Church," that charming little book by Mr. J. Harold Cox and you see the alternative method of "larning" architecture. There the majority of the illustrations, besides elucidating a point, show the poetry, the rhythmic grace, of our church architecture. Each subject, instead of figuring, as Mr. Gardiner makes his to do, as "specimens," there are seen to be the natural translation in stone of the builders' surroundings, thoughts, and of their very life. Mr. Cox's book is full of beautiful things. Mr. Gardiner's, though the same objects are illustrated, is very instructive. However, it is all in a good cause.

Early British Trackways, by Alfred Watkins. (Simpkin, Marshall, Hamilton, Kent, 4s. 6d.)

WHAT is a "ley"? What relation has it to a countryman's direction to "keep straight on"? Why did witches ride on broomsticks? If you were told that Mr. Watkins' little book connected all these things, like the Hostess, you might be tempted to exclaim, "'a babbled o' green fields!" But Mr. Watkins is not babbling. In his modest volume he gives us what he calls "patch work pages," the results of his last six month's eager examination, and proof, of an elaborate system of communications that was old when the Romans landed. Briefly, the primitive inhabitants of England did not wander aimlessly in trackless forests. They had a network of tracks, or leys, running dead straight between well defined landmarks—generally hill tops. Connecting these extreme sighting points are still to be found a series of tumps or barrows, moats, ponds, lone trees and great stones. Also churches and crosses. These, however, are Christian erections, but built upon heathen sites—namely sacred tumps, stones and wells. These intermediate marks were so arranged that, when the terminal points were lost to view, the next mark was in sight, and then the next and so on. Camps, homesteads and Roman roads grew on the lines of the ancient leys. The gradual elaboration of this system produced a sect of "surveyors," with their sighting rods, who, in time, became the wise men and bards, credited with supernatural powers, and able, on a broomstick, to travel very quickly from place to place. Mr. Watkins' book is penned with the enthusiasm of red hot, and therefore not quite cooled, discovery. Towards the end he gets rather carried away by his ideas and derives too many place names from his discoveries. But we owe him a great debt for his work, which has strung together a number of previously disconnected facts—for instance, the recurring presence of churches actually on prehistoric roads. His statements, however, must be qualified with one great exception; namely the chalk country. There we get into quite a different system. The soil, the densely wooded primitive state of the valleys, the great number of tumuli consequent to the difficulty of unobtrusive burial, the openness of the country and the consistency of the Downs in one direction, all are evidence of a different system to the one Mr. Watkins has examined—namely Herefordshire, his book, by the way, having originally been a lecture to the Woolhope Club. But he has given us the sighting points, and it is for all of us (for it is quite easy) to follow up the ley—to keep straight on.

Poems from "Punch," 1909–1920. (Macmillan, 7s. 6d.)

MR. PUNCH has for many years been growing younger, losing the while that grotesque hump which used in his less juvenated days to poke into everything. We now see that he bears a distinct likeness to his cousins of the Harlequinade. This little anthology is from the quills of some score of bards, yet it has homogeneity, the unity of Comedy, just as Columbine, Harlequin and Pantaloon are homogeneous. Yet it is an English Harlequinade; Harlequin carries a cricket bat, or a rod; Pantaloon is somehow a bachelor, with his eye on a grouse moor; Columbine, being a lady, remains much the same, still a fairy. Even a faint aroma of sausages is not absent, though it is often lost in the more pungent odour of the sea, or among the various hot scents of a garden. It is usually Sir Owen Seaman who plays Pantaloon, inimitably; Harlequin is shared by many, among them Mr. Lehmann, Mr. Milne and Mr. Bretherton, the foremost; Columbine is tripartite, with Miss Fyleman, Miss Farjeon and Mrs. Eden. Miss Fox Smith and Mr. Garstin give the "salt sea smack," and Mr. Chalmers contributes, for me, the sweet garden smells, while it is left to Mr. Knox ("Evoe") and Mr. Herbert ("A. P. H.") to provide the sausage *de luxe* element. The war poems for the most part follow the Harlequin tradition, though a few pieces, of which Colonel McCrae's now famous "In Flanders' Fields" is an example, rise to high lyric beauty. If Mr. Drayton Henderson's preface is a little frightening at the beginning of the book, he has given us a charming anthology, in the rest of it, of contemporary light poetry.

The Room, by G. B. Stern. (Chapman and Hall, 7s. 6d.)

MISS STERN is one of the younger writers on whom I have for some time been keeping a watchful eye. She has not yet produced a perfect book; possibly she is not going to; but she comes tantalisingly near to it, and meanwhile her imperfect ones are enjoyably individual. I fancy that what she has lacked so far has been a theme which was greatly worth while not only to the reader, but to herself. The theme of *The Room* is ostensibly Ursula Maxwell's love of solitude and how she sold it, once as a girl, once as a wife, for the greater love of the magnificent gesture. Miss Stern, absorbed in her creations, has become aware of the many shades and diversities in their characters, and her original idea seems to have grown less and less important to her as she realised how many emotions go to one action. The company Ursula moves among is absorbing; the crowded family life at the Laburnams; "Aunt Lavvy," who looked as pretty as china and was just as hard; and Doug. with his perpetual "rover" pose, a Jack London hero in a cage, who is much too happy protesting that he longs for the still lagoon and so forth to make any effort to get out. Ursula herself is a bit of a humbug, too, but not more so than the rest of humanity, and a nice humbug at that, in whose attractions it is quite easy to believe. I think that Miss Stern made a mistake in letting her so impulsively discover the man she loves in Louis, for an analytical interest in human nature, even one's own, is surely not enough foundation for a grand passion for a man previously regarded as a heartless bounder; but that is a small matter, in effect. Miss Stern's concern is perhaps to show that behind all our boasting of permanence and intention we are only the sport of our weakness and changeability, and if that is so she does it very completely. *The Room* is a brilliant book and somehow gives the impression of having been written with as much laughter as malice in its author's heart. S.

Flappers and Philosophers, by F. Scott Fitzgerald. (Collins, 7s. 6d.)

THIS collection of short stories is American, occasionally very charmingly American, as in the daintily drawn character of Sally Carrol in "The Ice Palace"—but it justifies its name. There is a certain frivolity in many of the stories, counterbalanced by a distinct cynicism, which possibly the author classifies as philosophy. The charm of the book, upon the whole, lies in the settings of the stories. They are not by any means obtrusive, but they are varied and vivid. The Pacific background of the "Off Shore Pirate" is delicious. The feeling of joyous holiday it conveys is a grateful one. Its beauty is in admirable contrast to the severity of the Maryland monastery where "Benediction" is set. The conversations are also very smart. They serve to tell the story and illustrate the character, and yet are in themselves pithy and pungent.

The Single Track, by Douglas Grant. (Hurst and Blackett, 7s. 6d.)

THIS short novel of American life is singled out among the many by its simple pleasantness and the pace at which its story goes without any unpleasant suggestion of the cinematograph. It is all about a race between two mining companies in Alaska for the right-of-way, which apparently belongs to the first to build a railway, and the possession of which by one will ruin the other. One mine is owned by a set of nasty rogues; the other by our heroine, Janetta Gildersleeves, and her brother, in whose absence at the war she goes up to Alaska incognito to play for her own side. She finds treachery rampant and very nearly successful—but only very nearly, for no novelist would dare to let it be quite in such a story as this. Mr. Grant gets some good, quiet fun out of the miseries of the Gildersleeves' butler, Peddar, who has to pose as Janetta's father. I should have liked more of this, but from an American standpoint the sentiment leading up to Janetta's happy marriage with the brave young construction engineer is probably more necessary. A really jolly little light novel. S.

Short Shipments, by Elinor Mordaunt. (Hutchinson, 7s. 6d.)

THIS is a collection of short stories, each more or less arresting in plot and all forcibly told. "The Fountain" is a ghost story, where the haunting spirit is of an unusual character, and where the Welsh temperament and Druid legend give an air of probability. There are also several strongly characterised studies of the submerged tenth—and the criminal part of it—which come strangely from a woman's pen. The general feeling of terror in these stories is what binds them together very fitly in a single volume. There are one or two exceptions, but upon the whole some dread surprise lurks in every five or six pages. Such a book is a triumph of strange imaginings. Perhaps the story called "Hodge" is altogether too wildly improbable, though parts are written with a wonderful amount of conviction; but otherwise the authoress has displayed discretion and a deep knowledge of some unusual sides of human nature.



THE BURDETT COUTTS LIBRARY

By Sir E. Sullivan, Bart.

THE sale of the above library, by order of the executors of the Right Hon. W. Burdett Coutts, M.P., is advertised to take place on May 15th and two following days at Messrs. Sotheby and Co.'s well known galleries in New Bond Street. The illustrated catalogue of the books, manuscripts and autograph letters and other documents, prepared in Messrs. Sotheby's usually careful way, contains descriptive particulars of a large number of rare and extremely interesting items. The sumptuous bindings are not many, but the *editio princeps* of the Greek Anthology, printed on vellum by Laurentius at Florence, 1494, is enriched by a most charming olive morocco cover, tooled in gold by Roger Payne about the end of the eighteenth century. A very notable feature in the collection is an extremely rare set of the "Major and Minor Voyages," in Latin and German . . . dated 1590 to 1628, edited by the De Bry's, and mostly first editions.

Dickens is splendidly represented by Lots 126 to 144, his own works being not only first editions, but most of them presentation copies to Miss Burdett Coutts, inscribed by the author. Lot 144 is the autograph manuscript of "The Haunted Man" and "The Ghost's Bargain," laid down and inlaid to a uniform size in a morocco binding.

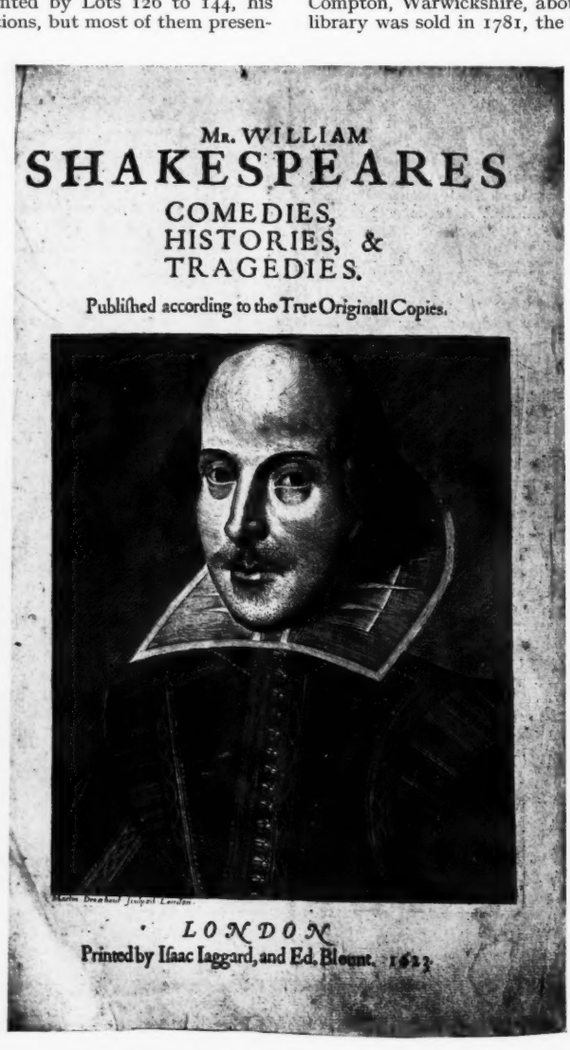
A unique treasure among the many treasures in the library is the collection of Greek biblical and other manuscripts brought by the Baroness from Janina, Albania, in 1870–71, sixty-five in number, thirteen of them dating from the twelfth century.

In Lot 245 we have a very extensive collection of drawings, engravings and printed matter relating to David Garrick and his contemporaries, or bearing on the theatre in England in the mid-eighteenth century. There are innumerable original portraits of Garrick himself included, and notably Gainsborough's sketch of him in red and black chalks. The printed matter embraces some sixty-five playbills of Drury Lane Theatre, 1758 to 1776, nearly all of Garrick's productions.

Lot 262 is a Persian MS. of great beauty by reason of its handsome borders and full-paged miniatures. One of these gives a representation of a game of polo as played in the country of its origin in the year 947 of the Hegira, that is, in 1540 A.D. Of about the same date are the four French illuminated MSS. (274–277) of Books of Hours of the Blessed Virgin.

Another attractive lot (322) is "Milton's Poems, both English and Latin," first edition, but wanting the portrait. Its deficiencies are, however, counterbalanced by the fact that it was Alexander Pope's copy, with his signature on the title page, and copies in his autograph of selected bits of Milton on some of the blank pages. A more important Pope MS. (Lot 361) is "An Essay on Pastoral" and the "Four Pastorals," all written by the author when a boy, in a beautiful and regular hand, imitating italic and roman print.

The Shakespeare items in the library are not very numerous, but four among them are of surpassing interest. There are two copies of the rare First Folio of 1623, one of which (Lot 399) has a known pedigree from about the year 1800. It became the property of George Daniel in 1841, at whose sale in 1864 it was bought by the Baroness Burdett Coutts for the sum of £716 2s., the highest price ever paid for a copy until then. The title page (illustrated here) shows the Shakespeare portrait in an exceptionally fine state. The other copy (Lot 402), boasts a longer pedigree of ownership, having been acquired by Ralph Sheldon of Long Compton, Warwickshire, about 1650. When the Long Compton library was sold in 1781, the Shakespeare, with two other books, was purchased by Mr. King, a Moorfields bookseller, for £2 4s. John Horne Tooke became the owner subsequently, and it was given by him, with his library, to Sir Francis Burdett, in whose possession it remained until his death in 1844. After that it passed into the hands of other members of the family and finally took its place among the rarities in the library of the Baroness. The volume is distinguished by one very curious feature; it includes a mutilated cancelled leaf containing the concluding lines of "Romeo and Juliet" on recto, and the opening lines of "Troilus and Cressida" on the other side. This leaf, half of which has been torn away, precedes a normal leaf afterwards inserted, which gives the Prologue of "Troilus" on recto and the opening page of the play on reverse. Only two other copies of the First Folio containing this cancelled leaf are known.



SHAKESPEARE'S PORTRAIT IN EXCEPTIONALLY FINE STATE, THE TITLE PAGE OF THE RARE FIRST FOLIO OF 1623.

Another curious and unique Shakespearian item is the carved oak casket (Lot 401), made from a piece of Hearne's Oak (immortalised in "The Merry Wives of Windsor"), given by Queen Victoria to Miss Burdett Coutts. It is carved in high relief with a bust portrait of the poet, as well as being decorated with various shields and figures representing characters in the plays. On a silver plate inside one of the albums in the casket is an inscription giving general details connected with the work, and stating that it contained the first quarto edition of the poems, published in 1640 and the Daniel folio described above. The date of the falling down of Hearne's Oak is given as 1863. Accompanying

the others is the Fourth Folio, 1685, described as slightly defective, but "otherwise a fine large clean copy."

The third day of the sale will be taken up with autographs and historical documents. There is among them a letter in the hand of King Charles II (Lot 472), directed to "the Chancelor," which reads almost as if it belonged to a much later period: "There are many things of great importance to be thought of, in particular that of Ireland, as likewise there is some intelligence come to me this day, thos rogues in the Army are hatching villany against me wch must be truly prevented."

Another bundle of letters of historic importance, thirty-one in number, are those written between 1793 and 1812 to Thomas Coutts, Esq., by Maria Fitzherbert, the secret wife of the Prince of Wales, afterwards George IV. In one of them she writes: "I had a great curiosity last year to see the King & Queen at the Play a sight I never saw in my life, the night I was fortunate enough to fix upon was when the King was shot at, the horror & fright I had upon the occasion determined me never to go again on a similar occasion." Among other eminent people whose letters are coming under the hammer are Lady Anne Barnard, authoress of "Auld Robin Gray," The Young Pretender, John Philpot Curran (the well known Irish wit), Charles James Fox, Warren Hastings, Sir Thomas Lawrence, Napoleon I, Nelson, Sir Walter Scott, Mrs. Siddons and David Garrick. Included under the last name is Garrick's Epitaph on Hogarth.

If thou has't Genius, Reader, stay,
If thou has't feeling, drop the tear,
If thou has't neither, hence away,
For Hogarth's dear remains lye here.

Go seek the Works he left mankind,
His pictured morals read, & learn,
Let *Art* & *Nature* charm thy mind,
Then with thy Country feel, & mourn.

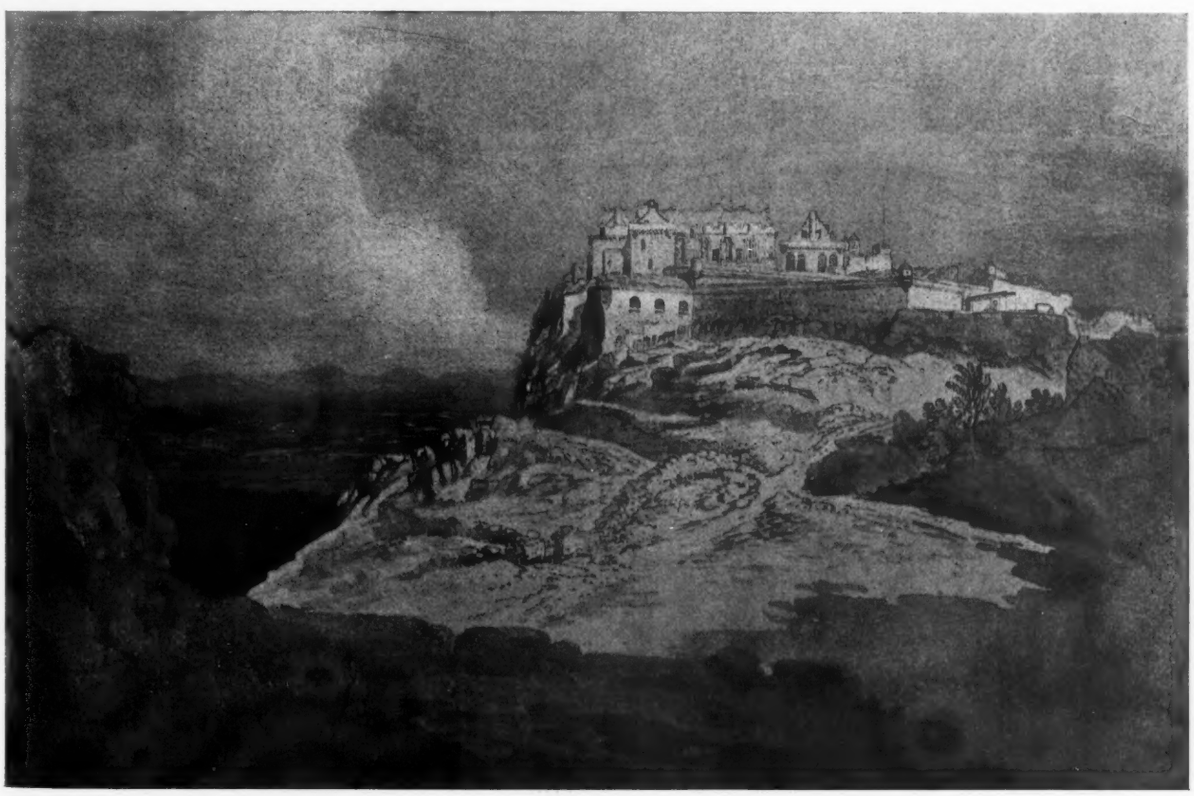
The sale concludes with the magnificent series of Charles Dickens' letters, over 600 in number, dealt with in our issue of April 22nd.

DRAWINGS by JOSEPH FARINGTON, R.A.

By Campbell Dodgson.

JOSEPH FARINGTON is a minor luminary in the heaven of English water-colour painting, whose agreeable, if not very dazzling or even sparkling light has just shone mildly forth again, after an eclipse which has lasted just a century since his death in 1821. To speak in less metaphorical language, the recent sale, at Puttick and Simpson's last December, of the large collection of his works and papers preserved in the artist's family, and sold as the property of the late Miss M. L. E. Tyrwhitt, has released for the benefit of collectors and admirers of eighteenth century landscape art a large number of drawings which had been kept in strict seclusion for a hundred years. The artist himself was a man of methodical habits, as is proved by the neatly written diary in many volumes, recording every dinner which he attended, with a plan showing the order in which the guests sat at table, which was purchased at the aforesaid sale by the art critic of the *Morning Post* and has now for weeks past been entertaining, by daily instalments, the readers of that paper. It is a mine of information about the doings of Royal Academicians in the reign of George III and the society in which they moved, and it is to be hoped that the pith of it will soon be published as a book. With the same orderly precision Farington collected, and had bound in leather volumes with brass clasps, large sets of drawings produced on sketching tours in certain definite localities, as well as actual sketch books, volumes of rough notes, and portfolios of larger loose sheets. All of these went, with the journal itself and other memoranda, into a cabinet on which the key could be turned, keeping compact and neat the accumulations of a lifetime, as it pleased the artist himself to preserve them for his own reference and amusement.

The raps of the pitiless hammer of the auctioneer dispersed all this hoard in one hour of a winter afternoon, and drawings by Farington have ceased to be rare. He must, of course, have sold many finished drawings in his lifetime, and many were engraved in aquatint and published, but very little has been seen of them in recent years, and some indication of their comparative scarcity is afforded by the fact that the Print Room of the British Museum—which possesses, of course, a very large and almost completely representative collection of English drawings—contained till the other day only two original drawings by Farington, both of them much alike, being large monochrome studies of forest trees. By aid of the National Art Collections Fund the Museum was enabled to acquire, soon after the recent sale, one of the best of the albums bound in leather, containing sketches on the River Forth, from its source to its firth, made in the years 1788 and 1792. The book contains every variety of sketch, slight notes in pencil, pencil sketches lightly washed in monochrome or tinted in water colour, and a few exquisitely finished water-colour drawings of the castles at Stirling and



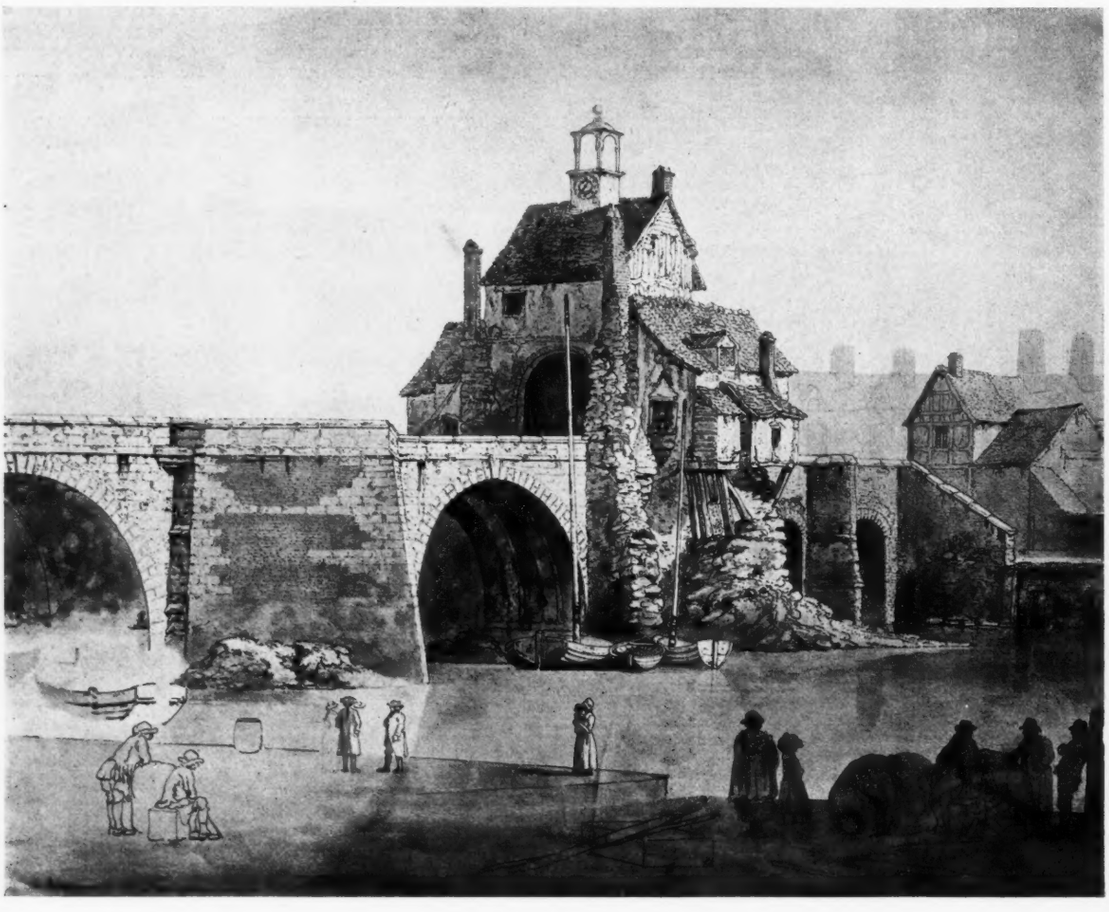
STIRLING CASTLE.



GENERAL VIEW OF LOCH LOMOND FROM THE HILL ABOVE LUSS.

Edinburgh. Next to the beautiful volume containing the original sketches for the engraved views of the River Thames, and an important album with the water-colours, also engraved, of the Lake Country, it was, perhaps, the most desirable lot in the sale, and very good value at the moderate sum for which it was obtained. But the Print Room still possesses no good Farington drawings which could be exhibited to the public, for it would be sacrilege to break up the River Forth volume and destroy its unity, and to do so would lessen the pleasure of the genuine student who can now take the volume in his hands and see it just as Farington put it together.

Several other drawings belonging to the same cycle, but of larger dimensions, such as "Edinburgh Castle" (No. 14) and the beautiful "Stirling Castle" (No. 7) with its background partially put in with oil colours, are included in the exhibition, probably the largest "one man show" with which Farington has ever been honoured that has just been opened at Walker's Galleries, 118, New Bond Street. Mr. Walker had been interested in Farington's work long before the Tyrwhitt sale, and published last autumn an interesting account of the artist in "Walker's Quarterly." With the fifty-eight drawings and one painting in oils that are hung on the walls of one gallery, and many other specimens to be consulted in the portfolio, the exhibition is sufficiently representative to give a fair idea of Farington's capabilities. He cannot possibly be included among artists of the first rank in the British school of landscape painting. He is not a Cozens, a Girtin, a Turner, a Cotman or a Constable. Rather does he rank with Sandby, Hearne and Dayes, and he is not



"AT BRIDGENORTH."

always, by any means, on a level with these at their best. He belongs to the period in which topographical draughtsmanship was deservedly esteemed for precision and neatness and the perfect command of a sound and, within its limits, beautiful technique. It is the good average landscape drawing of an age of prose, in which imaginative and poetical art of a high order also existed, but was exceptional and not generally appreciated by the public or the connoisseurs of the day. If our own imagination is not greatly stirred by Farington's water colours, they do at least suggest the unspoilt beauty of Scottish and English scenery as a period long before the arrival of railways, factories, and crowds of meanly built houses. He gives, in isolation from all sordid surroundings, a clear impression of the essential dignity and architectural beauty of such buildings as Stirling Castle, Linlithgow Palace, the ruins of the Cathedral at St. Andrews, Conway Castle, or the mediæval bridge at Bridgnorth. There is no romantic sentiment about his drawings of ruins or castles, nor, on the other hand, are they merely bald, prosaic and matter-of-fact. It is evident that he took pleasure in sketching them, and we can ourselves take pleasure in the good, firm drawing of the pen outlines, and the clean, skilfully laid washes of monochrome or water colour with which they are sufficiently and not tediously finished. It is the sound, honest, clean and skilful workmanship of a period when training was carefully imparted by master to pupil with due respect for tradition and a high standard of professional accomplishment. The clear, pale, water colour washes of such a drawing as "Linlithgow Palace" (No. 40) give pure pleasure to the eye; it looks easily thrown off, but it would not be easy to imitate.

The larger and more highly finished water colours are not always so attractive as the slighter sketches, but there are some excellent examples in the exhibition, such as the unidentified "Scotch Scene" (No. 23), the large "Hastings" (No. 28), and especially the views of Loch Lomond and Dumbarton. "Loch Lomond from the hill above Luss" is a lovely piece of colour and skilfully composed, and even more beautiful is the "View looking towards Dumbarton, including the end of Loch Lomond." There are also several views of Dumbarton Rock. Comparatively few of the drawings are of English scenery. Of these, the large drawings of Hastings and the "Bridgenorth" (No. 31) already mentioned are the best, and both show Farington's skill in drawing the figure. Those interested in the progress and development of the artist's style should notice "View at Northampton" (No. 12) as the earliest (1767) and "Lowther Castle" (No. 37) as the latest (1800) of the drawings which bear dates at all. Subjects from the Lake Country, one of Farington's favourite districts for sketching, appear only among the unframed drawings, and the Cumberland drawings are mostly in chalk. The great bulk of his Cumberland water colours were preserved, as I have said, in one volume, sold as a single lot at the Tyrwhitt sale.

A special feature in the exhibition which I have not yet mentioned, and one of the most interesting parts of it, is the group of drawings done at Valenciennes, which Farington visited soon after the siege of 1793. In subject, these drawings have something in common with the drawings made in France and Flanders during the last Great War. The monochrome, "View of St. Nicholas Church, Valenciennes, after the Siege" (No. 27), might almost be a Muirhead Bone, so like is the aspect of the shattered church to some of those which he drew five or six years ago; yet it is the work of a different temperament, and even in this scene of violent breakage and destruction the leisurely, methodical procedure of the eighteenth century artist seems to be only a little quickened and disturbed. The "View of the inundation at Valenciennes caused by the besieged stopping the course of the River Scheldt" (No. 49) also recalls how water came to the aid of the Belgian Army in 1914; but the "View" itself is altogether peaceful and sunny.

The water colours of Joseph Farington ought to appeal to a generation that has re-discovered the charm of the old English aquatints, which would be the ideal process for reproducing them, had anyone now the skill to do it. Farington himself, both as painter and author, is sure to fill a rather larger place in the history of English art than he did before his cabinet was unlocked and its treasures were scattered to the four winds.

FINE CHELSEA PORCELAIN

PICTURES AND AUTOGRAPHS

THIS week there is on exhibition some English porcelain of the first importance not only to connoisseurs, collectors and amateurs of the subject, but to all who are interested in obtaining for our native artistic productions the full appreciation of their splendid qualities. Messrs. Stoner and Evans, King Street, St. James's, whose reputation for English porcelain is world-wide, have acquired a very large Chelsea group representing Chinese musicians, which will be exhibited for a limited period. It is in all probability by far the finest and most wonderful specimen of English porcelain ever produced and is remarkable for extremely clever composition of line. For those who incline to the pastoral subjects of Chelsea porcelain, which seem designed to illustrate the English lyrics of country life, Messrs. Stoner possess many of the finest existing specimens. Take the shepherdess which we illustrate—a triumph of brilliant colouring, exquisite modelling, of grace in pose and dainty brushwork and embodying all the finest qualities of Chelsea porcelain. Her white bodice, pale primrose underskirt, peach fold, light blue sash upheld by a gold ribbon, skirt in gilt and blue floral decoration upon a claret ground and the brilliant green leaves with crimson, white and blue flowers are invested with a dazzling effect semblable only to that of jewels. The figure is 1ft. high. Her companion, the shepherd, stands with dogs to right and left, and a gay gallant is he in his blue hat with crimson rosette, his rust-red patterned jacket over a white smock, his breeches ornamented in white, gold and red on a blue ground and pink cloak with pale yellow lining, while at his feet are bagpipes. Among the rarest and most wonderful motives of the Chelsea manufactory are the *bal-masque* figures of the Italian Comedy. Here is one of a dancer, wearing a three-cornered hat and playing a piccolo. His costume is of resplendent colours, a floral wreath is slung across him, with a bottle, cup and lantern dependent from his waist, and gold bells at his knees. Seven and three-quarter inches in height, the dancer, in common with the two figures above described, bears the gold anchor mark.

Modern pictures and drawings, the property of the late Walter F. Morice, and others, will be sold on May 12th by Messrs. Christie. There are examples of Birket Foster, A. C. Gow, W. Hunt, Pinwell, Turner and other well known artists. The most important pictures seem to be Turner's "Dilston Castle, Northumberland," the castle on high ground, the river in spate, with a farm-cart and horsemen crossing a bridge; and "St. Agatha's Abbey, Easby," with cattle resting in the foreground, and a winding stream and buildings at the foot of a wooded hill. Then there are the superb "Highlanders," by Peter Graham, a group of cattle on the hills, painted in 1897; the portrait of R. Allison-Johnson, Esq., Master of the North Hereford, on his horse Bendigo, with his hounds Gay Lass and Flourish, by C. W. Furse; and "Venus," Albert Moore's Academy picture of 1869.

A very important picture by the well known master, Jan Vermeer of Delft, is to be sold at Messrs. Robinson and Fisher's on May 11th. The subject is an officer in grey dress at an open window and handling his gun, while his black hat with white feather lies on the windowsill. The background shows the beautiful incident of a lady in fur-trimmed dress playing a virginal. On the left a blue curtain hangs over the open



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5. One of Pr. Entrée Dishes & Covers	„ 1810	..	£72	pr.
6. Pierced Mustard Pot and blue liner	„ 1771	..	£14	
7. Smaller ditto	„ 1777	..	£12	10
8. Very large specimen ditto ..	„ 1766	..	£46	
9. Set of Three Scotch Castors, Edinburgh	1751	..	£38	
10. Plain Hot Water Jug ..	date 1773	..	£37	10
11. Plain Coffee Pot ..	„ 1741	..	£30	
12. Scotch Cheese Dish, Stand and Lamp	Edinburgh 1813	..	£55	

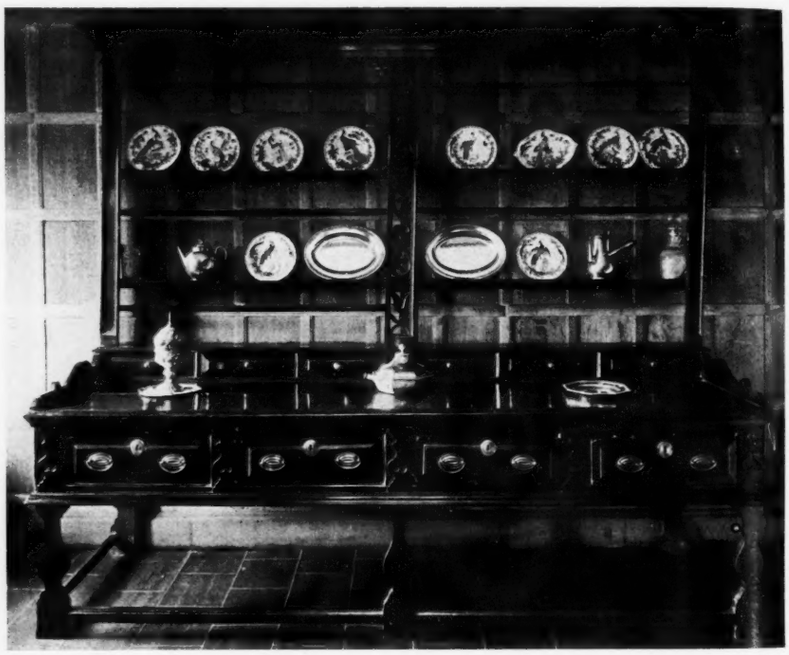
casement. Purchased by the late Dr. Walter Dickson in 1863, the picture passed to his son, the late Dr. T. H. Dickson of Holmewood Grove Crescent, Kingston-on-Thames, the late husband of the present owner.

Some interesting pictures by Old Masters, with a number of modern pictures and drawings from various sources, will be disposed of by Messrs. Sotheby on May 10th. The collection is strong in pictures of the Early Italian school, of which there is the "Adoration of the Magi," with a distance of winding river, poplars, rocks and mountains, by Benozzi Gonzoli. Of the North Italian school there are examples of Vincenzo Civerchio, Giovanni Ambrogio Bevilacqua, Marco D'Oggiono (Virgin and Child), Bernardino Lanini, whose delightful Virgin and Infant with St. John presenting a lamb in a landscape bounded by rugged mountains is here, and others. Here, too, are the majestic "St. Anthony," by Borgognone; the "Descent from the Cross," a composition of ten nearly life-sized figures by an artist of the Venetian school about 1500; and two remarkable panels by Marco Basaiti (c. 1500—1521), one of which represents the Fall wherein the Tree is a fig tree, and there are fully dressed shepherds in the distance! Of later work there are the fine "Peasants in front of a house," by Le Nain; paintings by Sir Edward Burne-Jones and Legros, including the latter's Academy picture of 1869, "La Baptême"; and three wonderful paintings by Zoffany, the principal one being a scene from Ben Jonson's "Alchemist," showing David Garrick as Abel Drugger, W. Burton as Subtle and John Palmer as Face. This was bought on the opening day of the Academy by Sir Joshua Reynolds, who gave it up to the Earl of Carlisle for an enhanced sum, which he handed to the painter.

On May 12th Messrs. Knight, Frank and Rutley will disperse the remaining portion of the autographs and documents collected by the late Mr. Henry G. Bohn. Of primary interest are the Shelley autograph letters, particularly those addressed to his solicitor, one of which contains an autograph draft of his will written when on a voyage round the Lake of Geneva with Lord Byron in June, 1816. On September 24th, 1816, within a few days of his return to England, Shelley made a will exactly incorporating the provisions of this draft, the interest of which lies in the bequest made to Harriet, the poet's wife from whom he had separated. After her death another will was drawn up, but this did little more than transfer her legacy to William, the poet's son by Mary Godwin. The whole estate in fee simple and all the money in the Funds had already been bequeathed to Mary in accordance with this draft.

Good prices continue. At Messrs. Hampton and Sons' sale at 18, Kensington Palace Gardens, last week, a carved oak dresser brought £60 18s.; five Hepplewhite chairs, £68 5s.; a Chippendale elbow chair, £50 8s.; a grandfather clock by Tompion, £106; an old leather screen, £92 8s.; a Stuart elbow chair, £42; a portrait of Rosa Bonheur, by Fould, £105; a pair of old oak choir stalls, £37 16s.; a Flemish tapestry, £105; and a collection of old pewter, £175 7s.

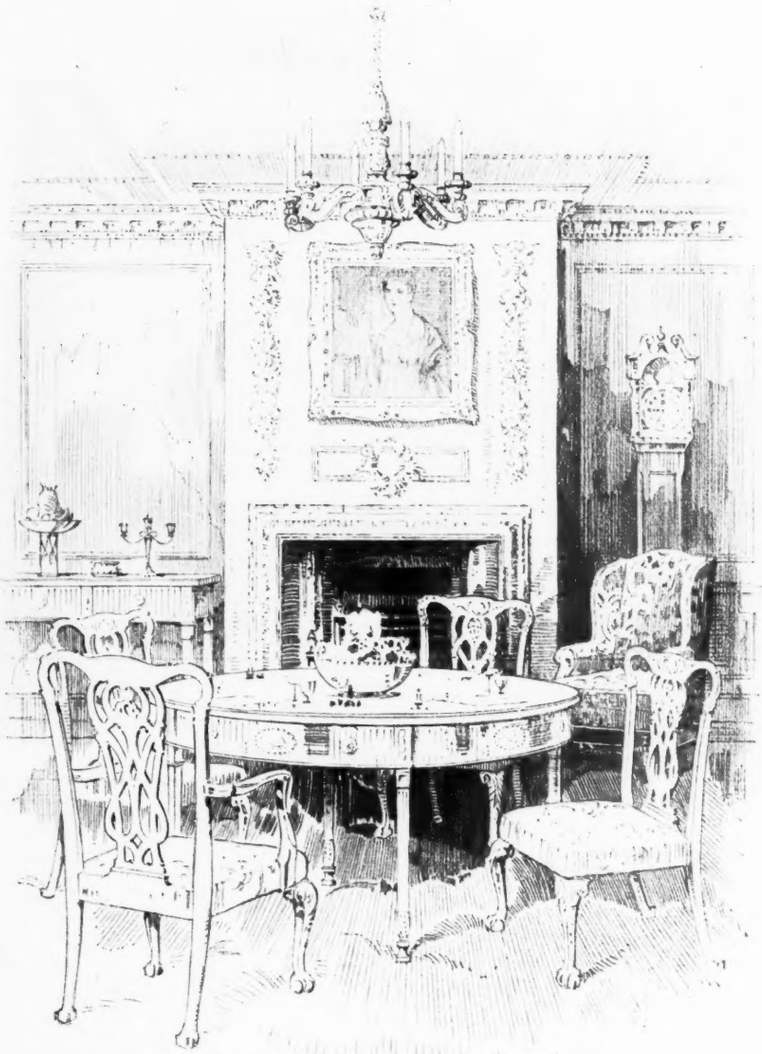
As a piece of domestic furniture the dresser is of great antiquity, but it has had a curiously chequered history. From a place of pre-eminence in the mediæval hall, where it served for the display of plate, it was relegated to the kitchen under Henry VIII and was never restored to its former dignity. As with the credence descended from the chest, so as furniture multiplied in the larger houses the buffet and court-cupboard usurped the position of the dresser. In the days of its grandeur, built up of many stages (it is said that on the Continent their number was determined by the degree of the owner) and with a kind of baldachin above the shelves, long after it had fallen from its high estate it continued to be made in country places with some resemblance to its ancient form. Examples are found throughout the seventeenth century with drawers and turned legs and sometimes with cupboards in the lower stage, but because their makers clung so tenaciously to the traditional type the exact date is often hard to determine. To the student



A DRESSER OF FINE PROPORTIONS IN AN INTERESTING MEDLEY OF STYLES.

of oak the magnificent dresser in the possession of Mr. Kinderman of 5, Arlington Street, St. James's, is of exceptional interest on account of the character of its decoration and the dignity of its proportions. The problem of assigning a date to this piece can only be solved by a detailed examination, for the dresser is a medley of successive styles. The lower stage is supported on legs which resemble balusters found in staircases of the sixteenth century, while the strapwork ornament on the spaces between the drawers is also of a decidedly early character. In the middle upright of the superstructure the pierced carving, though decadent in design, might well have been executed a hundred years later, but if the remaining features are taken into account the dresser may reasonably be ascribed to a date about 1730. The handles and lock plates correspond with those then in use, the mouldings are thin and shallow, the outline of the cornice affords additional evidence, while it is significant that the strapwork, for all its archaic character, is applied and not carved out of the solid. The dresser is 6ft. 10ins. long and 6ft. high. With the exception of the upper part of the cornice, it betrays no signs of restoration, and the surface of the oak is in beautiful condition. This splendid specimen is a remarkable instance of vitality of design at a time when the majority of such pieces had become degenerate in form ond mechanical in detail. D. VAN DE GOOTE.

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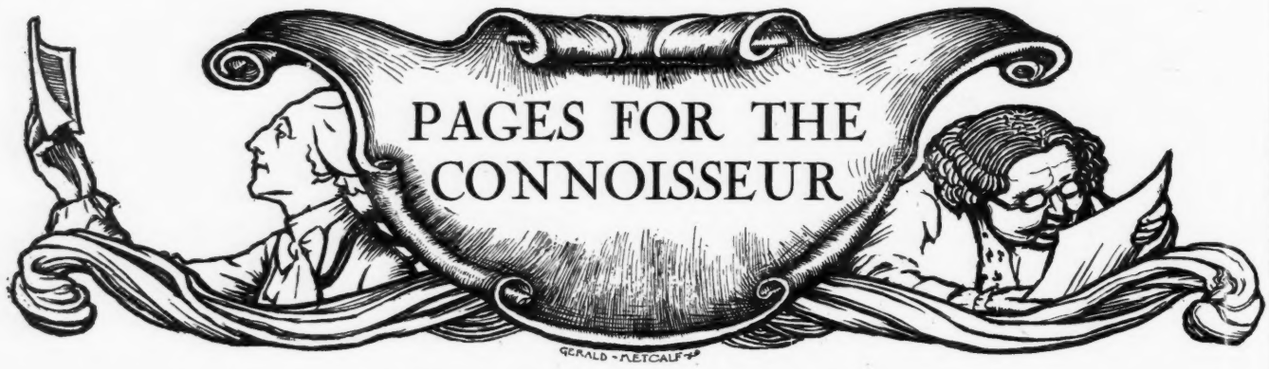


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ETON WAR MEMORIAL TAPESTRIES

THESE reproductions show two of the four designs now being executed by Mrs. Akers Douglas for tapestry panels to be placed in Eton College Lower Chapel. The tapestries are to form part of the scheme of the Eton College War Memorial, and the cartoons are now being reproduced in tapestry by Messrs. Morris and Co. at Merton Abbey. They represent scenes chosen from the history or legends of the life of St. George, and are intended to be symbolical of the part played by Eton's sons in the war.

The first panel, entitled "The Training," represents St. George being prepared at school by his teachers for the great part which he is to play in the world. The inscription at the base, "Mens ardua semper A puero tenerisque etiam fulgebat in annis, Fortunae majoris honos," describes the strength of his character in those early days and the hope of future honours. The three scenes of this early life show, in succession, a young man's education, his farewell of his teachers and reception of the sword of faith. Then, surrounded by his companions who take a sad farewell, he rides out into the world from college gates reminiscent of Eton and Windsor.

The second panel shows the next stage in his life; the call to battle for the relief of distress, the struggle in war, and the defeat of evil. "Acer et indomitus quo spes quoque ira vocasset Ferre manum et numquam temerando parcere ferro." With this indomitable spirit the Eton boy begins his life of action. The first scene depicts him at his father's house receiving a call to come to the aid of those in danger. The sword is offered that he may go to the war. In the second the dragon of evil is slain, the combat being fought among the ruins of a heathen temple in a devastated country; and, by contrast, in the third scene there is a picture of a smiling landscape where the fruits of the earth are gathered and St. George baptises the heathen.

The coats of arms at the corners of the borders of the first panel are those of four Provosts in Eton history, and those of the second are the arms of four living Etonian generals in the recent war. The fine work achieved at Merton Abbey from the time of its inception by William Morris up to the fatal year 1914 was, of course, entirely suspended and disorganised by the war. Not without difficulty, some of the most valued artists of the old works have been found able to build up once more by the streams of Wandle what may prove the revival of a national industry which is perhaps at once the most beautiful and the most artistic of all decorative arts.



1.—THE TRAINING OF ST. GEORGE.
His teaching, his farewell, and the taking of the sword.



2.—ST. GEORGE AND THE WORLD.
The call to battle, the struggle, and his victory.

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Sold by order of the Trustees.

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Sale May 18th.—Lot 81. An Adam Mahogany Commode.

THURSDAY, MAY 18th, 1922

PORCELAIN, OBJECTS OF ART, AND DECORATIVE FURNITURE,

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and others.

ON FRIDAY, MAY 19th, 1922.

CHOICE MODERN PICTURES AND WATER COLOUR DRAWINGS.

FINE MODERN DRAWINGS AND PICTURES, the Property of the RT. HON. LORD MOUNT-STEPHEN, G.C.V.O., deceased; of the British and Continental Schools; and MODERN PICTURES, of the Continental School, the Property of S. H. DAY, which were formerly in the collection of the RT. HON. SIR J. C. DAY, deceased., and Pictures and Drawings from various sources.

Catalogues may be had of the Auctioneers at their Great Rooms, 8, King Street, St. James's Square, S.W. 1. *Tel. : Gerrard 5532.*
(Illustrated Catalogues of Sales, May 18th and 19th, Price 5/- and 2/6 respectively.)

THE COLLECTION OF

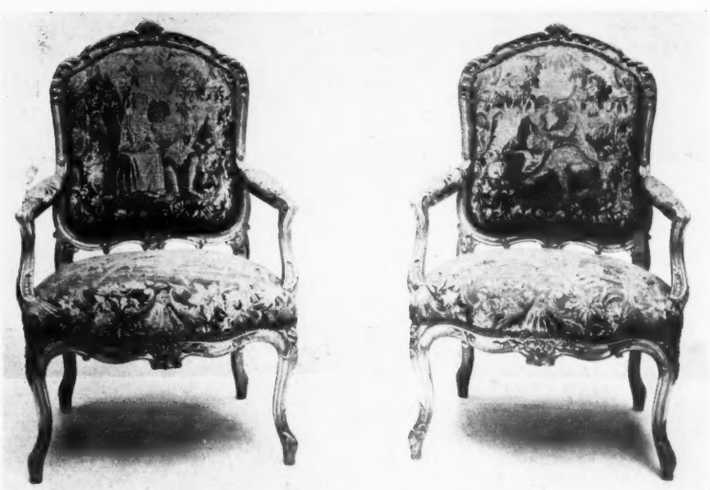
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EIGHTEENTH CENTURY FURNITURE

THE GOLDSCHMIDT SALE AND COLOUR ENGRAVINGS.

THE eighteenth century saw many changes of style in English furniture. The fine walnut pieces of Queen Anne's time, uniting compactness with refinement of taste, were succeeded by the heavy and ostentatious, but still decorative, objects of the first Georgian style, so evident in some of the works of William Kent and his contemporaries. After these came the lighter style which opened the way to the superb design and magnificent craftsmanship of Chippendale, the Chinese and Gothic "tastes," the light grace of Hepplewhite, the elegance of Sheraton and the cold classic beauty of Adam. Typical examples of these styles are easy to identify, but there is a deeper charm in unusual specimens, such as the splendid secretaire bookcase we illustrate on the next page, from the large and celebrated collection of Messrs. M. Harris and Sons, of New Oxford Street, W.

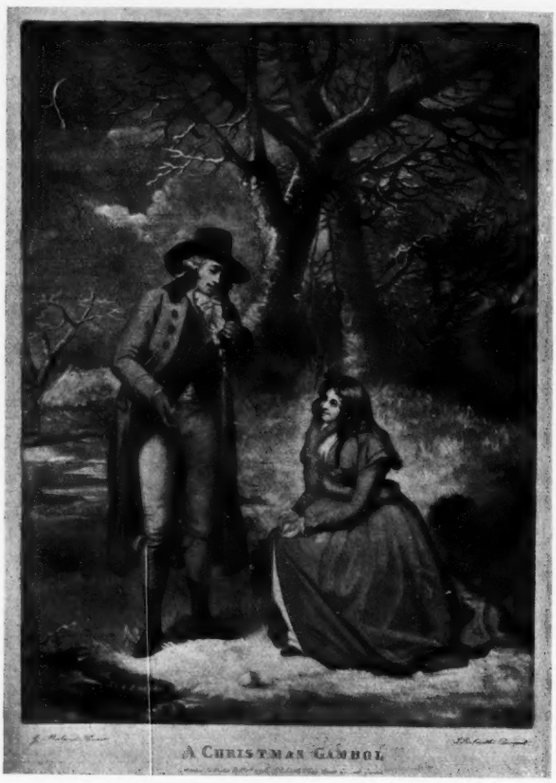
It is of beautifully grained mahogany of light tone, its surface bearing testimony to the great care of its owners; it is no secret that before it came into Messrs. Harris' possession it belonged to a princess. The arched door of its upper part is enriched with a shaped panel in silvered glass, the frame having an edge with carved and gilt ornament, while the formality of its shape is broken by sprigs of foliage on the shoulders. On each side are fluted pilasters, the flutes being filled in the lower part by brass reeds, while the brass is repeated with charming effect in mouldings of the capitals and bases. Above is a deep and skilfully designed cornice that might have been the work of William Kent, surmounted by a gallery-like structure of scrolls and foliage, carved and gilt, having an oak tree in the middle—a souvenir of the Stuarts. At the extremities the carving is paled, but there are no signs of a return along the sides. The open door discloses three shelves, small drawers carved in strapwork of geometrical form, pigeon-holes and a cupboard door with shaped panel in silvered glass and carved overhead in openwork.

The lower part, or chest, contains four drawers of fine serpentine front mounted with elaborate brass drop-handles and escutcheons. The corners are chamfered, and the surface is carved and gilt with a pattern of ribbons, foliage and flowers of the early part of the century, and to the same spirit belongs the heavy bracket feet. The top drawer contains a writing slide, under which is a mirror and numerous compartments for paper, documents and possibly some toilet articles or preparations. The bookcase is 6ft. 9ins. high by 3ft. wide, the depth of the upper part being 1ft. 2ins. and of the lower 1ft. 10ins. Messrs. Harris' galleries contain a vast quantity of the finest specimens of English furniture. There are magnificent examples of the Queen Anne period, of the William Kent style, the Chippendale (of which there is the Great Masonic chair of an Apollo Lodge), the Sheraton and the Adams, besides fine French of the seventeenth and eighteenth centuries.

Arms and armour belonging to the late Sir Archibald Lamb, Bart., of Beauport Park, Battle, Sussex, will pass under the hammer at Messrs. Christie's on May 15th. There are fine three-quarter suits of armour: one of bright steel, of which the breastplate bears the Nuremberg armourers' mark; while another, of large proportions, its entire surface, originally of blued steel, covered with a scroll design engraved and gilt, is Savoyard work about 1630. There are many parts and weapons, and prominent is a fine English armet, in the style of a headpiece used in the latter half of the fifteenth century, of fine bright steel with buffe riveted to the bevor, possibly a modernised improvement in the early years of the sixteenth century.

On May 24th and following day Messrs. Christie dispose of the collection of French furniture, objects of art, ceramics and textiles formed by the late A. B. H. Goldschmidt, of Cavenham Park, Suffolk. It includes some magnificent pieces, among which is a Louis XV commode, the fronts and ends inlaid with panels of rosettes and octagonal ornaments in marqueterie with tulip and rosewood borders, having ormolu borders and corner mounts chased with laurel festoons and scrolls with a frieze of foliage and running scrolls surmounted by a Brescia marble top and stamped "P. H . . . . sem." Another commode of the same period, lacquered with Chinese landscapes and summer-houses in red and gold on a black ground with ormolu borders and mounts elaborately chased with foliage and scrolls and having a Brescia marble top, is stamped "Migeon." Among the clocks is a Louis XVI specimen by Imbert L'Aine of Paris, in ormolu drum-shaped case with bronze figures of a nymph and Cupid on an ormolu plinth chased with amorini, festoons, rosettes and emblems. An object attracting great attention is a very fine bronze plaque from a fountain with a figure of Neptune in high relief supported by two seahorses, while his left foot rests on a grotesque horned mask with open mouth. It is spirited Florentine work of the sixteenth century and is illustrated on the following page. Notable is the superb pair of Louis XVI porphyry vases with ormolu handles chased as laureated male heads and mounts on a richly worked ormolu plinth. In the collection are Oriental and European porcelain, silver and tapestries, including a French panel of the "Amours of Gombaut and Macée," and Brussels panels with nymphs and Cupids, Diana, Moses sacrificing, and a Roman Triumph, the last probably by Leclerc of Brussels. There is a fine suite of Louis XV gilt furniture covered with Beauvais tapestry representing children and subjects from Aesop's Fables, in scroll borders festooned with flowers on a red ground.

Thursday, May 18th, will be a red-letter day to all interested in engravings in colours, for on that date the first portion of a selection from the most celebrated collection formed many years ago by the late Sir Edward Coates, Bart., M.P., will pass under the hammer at Messrs. Sotheby's. Those who had the privilege of enjoying the whole of these masterpieces of colour-printing when they were displayed in their home, Queen Anne's Lodge, Queen Anne's Gate, the old residence of Sir James Knowles, who started "The Nineteenth Century," and which was almost rebuilt by Sir Edward Coates, will justly appreciate the importance of the present portion in the sale, in the full knowledge of what is yet to come. It was the love of these things that prompted Sir Edward to acquire also the great Gardiner collection of old London prints. The present portion comprises fine impressions of all the most celebrated mezzotints and stipple engravings after George Morland, and also others after W. R. Bigg, J. B. Cipriani, A. Kauffmann, J. Northcote, the Rev. W. Peters, J. Ward, F. Wheatley and other artists, and first is placed a series of mezzotints and stipple engravings almost entirely after George Morland, and including such masterpieces as "A Christmas Gambol," a lady snowballing her beau in a wintry landscape, by J. R. Smith after Morland, which forms a pair with "A Christmas Holiday," by and after J. R. Smith, showing





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FORTHCOMING SALES BY AUCTION

each Sale commencing at one o'clock precisely:



Sale May 19th.—Miniature by Plimer of Miss Mary Rushout.

May 15th-17th.—The Burdett-Coutts Library, sold by Order of the Executors of the late RT. HON. W. BURDETT-COUTTS, M.P., including upwards of Six Hundred Letters from Charles Dickens, and the Finest Known Copy of the First Folio of Shakespeare.

Illustrated Catalogues (11 plates), price 6/-.

On View.



Sale May 15th-17th.—One of the Illustrations from a Persian MS. 1540 A.D. A Game at Polo.



Sale May 19th.—Miniature of a Lady by Horace Hone.

May 18th.—Very Fine Colour Prints, after George Morland and Others, from the famous Collection of the late MAJOR SIR EDWARD F. COATES, BT., sold by order of his Executors. *Illustrated Catalogues (4 coloured plates), price 2/6.*

May 19th.—Valuable Snuff Boxes, Miniatures and Objects of Vertu, including a Magnificent Sèvres Bonbonnière, exquisitely painted by Dodin, after Boucher, the property of SIR EDWARD MARSHALL HALL, K.C.

Catalogues may be had.

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MESSRS.

ROBINSON, FISHER & HARDING

announce the following SALES by AUCTION at their Galleries, as above, each Sale commencing at one o'clock precisely:—

May 17th.—Decorative Furniture, Porcelain, Glass, and Carvings in Hardstones, removed from Eastbourne. By Order of the Trustee in Bankruptcy.

May 18th.—Modern Pictures and Drawings, the Property of a Gentleman, and removed from a Depository, and from other sources.

May 24th.—Old English Furniture and Eastern Rugs. By Order of the Lady M. HAY, Widow of Colonel Sir GEORGE HAY, K.C.B., C.M.G.

May 25th.—Old Pictures, the Property of a Gentleman, and from other sources.

May 26th.—Old English Silver and Sheffield Plate. By Order of the Lady M. HAY, Widow of Colonel Sir GEORGE HAY, K.C.B., C.M.G.

May 31st.—Old English and French Furniture and Eastern Rugs, the Property of a Gentleman, and from other sources.

Catalogues may be obtained from the Auctioneers at their Galleries, Willis's Rooms, King Street, St. James's, S.W. 1.

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ELIZABETHAN PERIOD. CIRCA 1600 A.D., OAK DRAW-OUT TABLE, FINELY CARVED ON ALL FOUR SIDES. 3ft. 8ins. long, extending to 6ft. 8ins., 2ft. 4ins. wide.

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FURNITURE. DECORATION.

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Thirteen ! Is it Unlucky ?

A Colonial Bishop has expressed great concern on his return to the Home Country after many years' absence to find the use of mascotry so prevalent. It is, perhaps, wise not to take the craze too seriously. A sense of humour in such cases is an excellent antidote. But what about 13? The bad luck attaching to the number is a widely-held superstition, although no one with a well-balanced mind attaches any great importance to it. It must be admitted, however, that rather extraordinary coincidences occur from time to time. Quite recently, a large picture reputed to be of great value, costing £13 to pack, pay insurance and despatch from the Provinces to a well-known auction room where it was put up for sale, and sold for £1. This is a fact. I am bad at figures, but I am sure you will agree it would have paid the vendor better to have incurred the cost of 21s. (rarely more) for me to call with my art expert and to have been spared the worry and useless expense incurred.

With the introduction of the Budget we are all thinking in figures. Let me give you a few. At my weekly auction sale on May 5th, at Calder House, Piccadilly, I shall offer on behalf of a gentleman, a service of 114 dinner and soup plates, all in new condition (2,212½oz.), and notwithstanding the small fortune paid, I shall sell at 3s. 4d. per ounce if no advance—*i.e.*, £368 11s. 8d. the lot. In Easter week there was a sharp rise in silver of nearly 3d. per ounce in one day. Suppose it went up to what it did in 1919, the above service would realise £820 1s. 9d. to melt down. Speculators would be well advised to come to the Sale and put their money on this lot; but they must not expect to buy a silver shaving-dish to catch the lather and the companion jug for the hot water because this early pair is almost sure to sell for twenty or thirty times as much per ounce. Why? Simply because it will be taken across the Atlantic. Come and see the crowded room of buyers, the spirited bidding and the present writer wielding the hammer instead of the pen.

A good deal has appeared in the papers about the fees of Harley Street consultants. I am not competent to give an opinion on the matter, but in comparison I think it will be admitted that my fee is incredibly small when it is borne in mind for the sum of 21s. (rarely more) I, with my art expert, will call in any part of England, and by passing through your rooms point out your treasures, or, as sometimes happens, disillusion you as to the value of relics you had believed to be valuable. The Editor of *Truth*, referring to my knowledge of ancient and modern silver, jewels, pearls, etc., said "I was an expert second to none." My art expert who travels with me is the one I sent to Ireland to select what should be sold there by auction and what it would be wiser to send to England. Among other things two Chippendale chairs were selected, and sold in a London auction room for £1,750 the pair. At earlier auction sales a pair of 5in. orange tubs (Sèvres) sold for £850; tapestry, £2,000 a piece; three engravings, £1,250; a row of pearls, £23,000; a silver dressing-case, £3,300; a single-stone diamond ring, £3,965; a single diamond stone pendant, £7,300; a single emerald, £5,000; a small ivory diptych, £250; small chest of drawers, £170; small miniature, £130; small silk needlework picture, £55. I have paid high prices for collections of old stamps, violins, old books, etc. If a sale is already in the hands of the local auctioneer, we will view the goods and probably be in a position to advise, for instance, that the two powder-blue vases should not be sold under £400; the commode or chest of drawers under £600. Often we will agree to purchase, at the sale or before, for these sums. Moderate fees for division, probate, or insurance inventories compiled.

I had the distinction of being selected to value the contents of Arundel Castle and Norfolk House for the executors of the late Duke of Norfolk for insurance and probate, and I have visited more of the ancestral homes of England than anyone.

W. E. HURCOMB, Calder House (corner of Dover Street), Piccadilly, W.1. 'Phone—Regent 475. **Hurcomb.**

a lady and boy in blue wearing a yellow vest, promenading by a frozen fountain in a garden. These we illustrate. Then there is the set of four "Fox-hunting" plates by R. Bell, namely, the Going out, Going into cover, the Check and the Death. Here are the "Thatcher" print and "The Sportsman's Return," by W. Ward, as well as his "Turnpike Gate"; while there is a fine set of the four "Deserter" plates by G. Keating, and a notable pair, "The Cottage Family" and "The Shepherd's Meal," by J. R. Smith.

Of stipple engravings there are fine impressions of the pair by B. Duterreau, "The Farmer's Door" and "The Squire's Door"; the famous series of "Shooting" prints, comprising Duck-shooting in two plates and Hare-shooting by T. Simpson, Pheasant-shooting and Woodcock-shooting by R. Dodd, and Partridge-shooting and Snipe-shooting by C. Catton, jun.; and the ever-popular "The Farmer's Visit to his Daughter in Town," by W. Bond, with its companion, "The Visit returned in the Country," by W. Nutter. The fine pair of aquatints, "Morning" and "Evening," were etched by Morland after his own drawings and aquatinted by S. Alken.

In the section devoted to fancy subjects in mezzotint and stipple engravings by celebrated artists and engravers of the English school of the eighteenth century we see the most interesting "Bird Catcher," published February, 1806, and "The Fruit Girl," published by Jee and Eginton, both by unidentified engravers after unknown artists. We note "The Parent restored, or the Blessings of Peace," by W. Nutter after W. R. Bigg; the military set by F. D. Soiron after Henry Bunbury, illustrating the Life Guardsman, Grenadier, Light Horseman, Sergeant of Infantry, Drummer, Pioneer, Light Infantry Man, and Foot Soldier. There are, too, "The Cries of London," Plate 6, "Knives, Scissors and Razors to grind!" by Vendramini, and Plate 8, "Round and sound, five pence a pound, Duke Cherries!" by A. Cardon, both being after Wheatley, and a few stipple engravings printed on satin.

On May 22nd and following day Messrs. Sotheby sell books and autograph letters, including an interesting notebook of Joseph Addison, containing early drafts of essays in the *Spectator*, and belonging to T. B. Bruton, Esq. La Fontaine's "Contes," 1762, and Dutch and French manuscript Books of Hours of the fifteenth century, come from the collection of Sir Edward Marshall Hall, K.C.; the first, second and fourth folios of Shakespeare's Plays, all fine large copies, belong to the library of R. H. Leon, Esq.; while from the executors of the Right Hon. Lewis Fry, deceased, come several fifteenth century French manuscript Books of Hours, Lavater's "Ghostes and Spirites walking by Nyghte," 1572, Montaigne's "Essayes," 1603, and other rare works. From other sources are a contemporary poem on the death of Anne Boleyn, in French, on vellum, of 1536 and attributed to Crispin, Lord of Miherve, a spectator at her trial; Goldsmith's "Vicar of Wakefield," first edition, first issue, 1766, and first editions of Dickens and modern authors. Belonging to the late Mrs. Flower is an important series of autograph letters of Dr. Samuel Johnson addressed to her great-grandfather, Sir Robert Chambers, one being probably the finest Johnson letter ever offered for sale.



BRONZE PLAQUE OF NEPTUNE, FROM A FOUNTAIN.



A SPLENDID SECRETAIRE BOOKCASE IN MAHOGANY.

On May 3rd Messrs. Robinson, Fisher and Harding sold a 9ft. "Kent" side-table, in brown and gold, boldly carved with a bust of Neptune, shells, foliage border and scroll supports, with slate top, from Roffay Park, Horsham, Sussex; a grandfather clock with brass dial, second hand and date, in Charles II marqueterie case with vases of flowers and scrolls, by William Speakman, Old Street, London, £44; while a 4ft. 6in. decorated satinwood Sheraton commode, with drawers and rising top painted with Cupids in grisaille, after very slow bidding at first, became "lively" and rose to £170, at which figure it was carried off by Mr. Ellis.

One of the most picturesque and time-honoured ceremonies at the coronation of our British Sovereigns was the entry of the King's Champion, or Challenger, mounted and clad in armour cap-à-pied. The late Lady Hartwell of Roughton Hall, near Woodhall Spa, was the daughter of Sir Henry Dymoke, the King's Champion and Standard Bearer, who carried out his office at the coronation of George IV. Now Messrs. Knight, Frank and Rutley announce the sale of Roughton Hall, one of the smaller country houses with some two hundred acres of land, at Horncastle on May 25th, and its contents, including some old Aubusson tapestry, fine porcelain and other treasures, will be sold by them the day following.

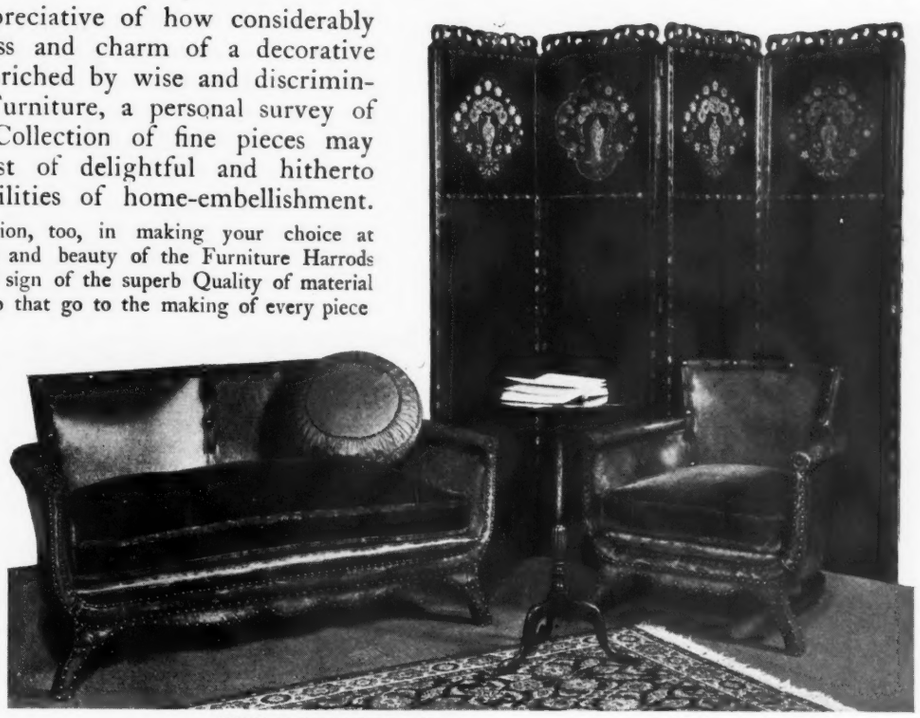
Towards the end of the season Messrs. Knight, Frank and Rutley will conduct one of the most important country sales of the year, when the contents of Weston House, Shipston-on-Stour, some seven miles from Moreton-in-the-Marsh, the property of the late Earl of Camperdown, will come under their hammer. He was a descendant of the famous Admiral Duncan, who took the title from his victory over the Dutch under De Winter at Camperdown in 1797, and at the sale will appear his chair made of timber from the Dutch ships, along with another constructed of wood from the Foudroyant, the battleship of Nelson. The library of 5,000 volumes contains complete sets by modern writers and rare books, such as a Shakespeare folio of 1632, Spenser's "Faerie Queen," 1611, Fouilloux' "La Venerie," 1560, De Foe's "Fortunate Mistress," first edition, and autograph letters and papers of Charles I, Charles II and others, ranging from 1629 to 1688, of great interest and importance.

D. VAN DE GOOTE.

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TO those appreciative of how considerably the restfulness and charm of a decorative scheme may be enriched by wise and discriminating choice of Furniture, a personal survey of Harrods notable Collection of fine pieces may well reveal a host of delightful and hitherto unsuspected possibilities of home-embellishment.

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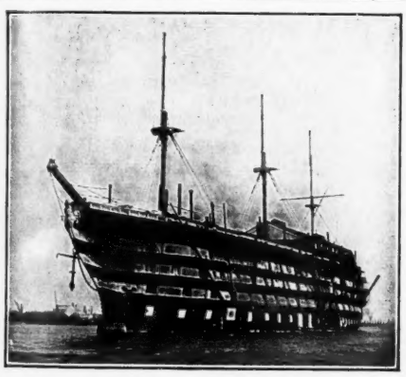
The Illustration

Shows two pieces from a luxurious three-piece Set, including two Easy Chairs and Settee, with cushions in durable non-fading brown velveteen. The all-hair upholstery is of the very finest Quality, and these pieces will be found as delightfully comfortable as they are enduringly serviceable.

Settee and two Chairs

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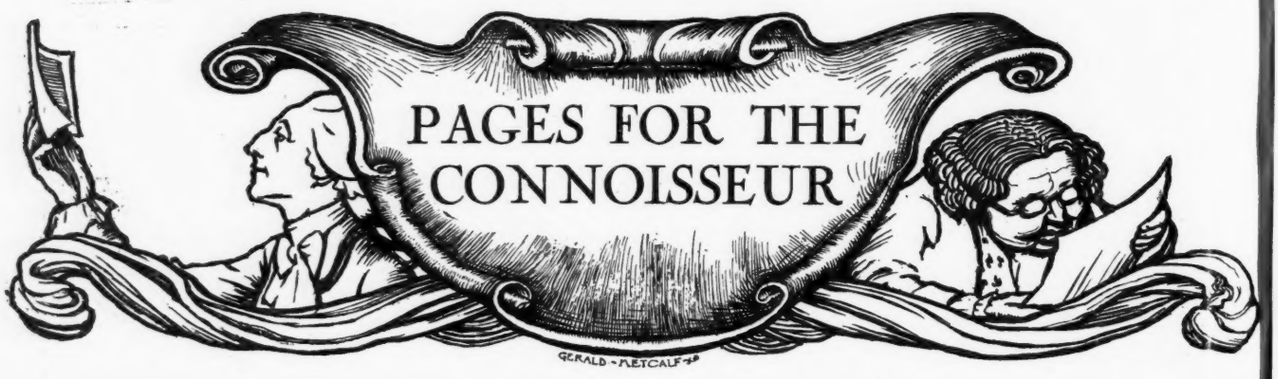
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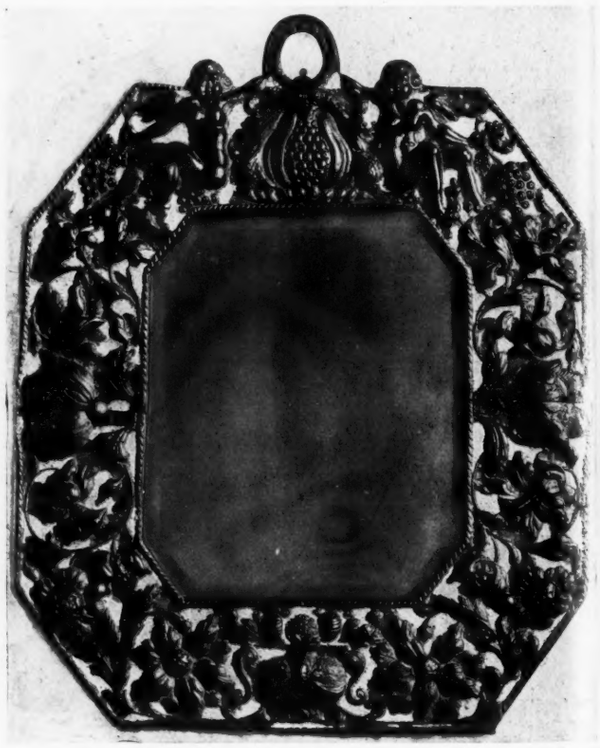
ENGLISH ENAMELS OF THE SEVENTEENTH CENTURY

THE few known examples of English enamel upon brass of the seventeenth century have aroused considerable interest both from their rarity—they were until the last years of the nineteenth century known only to a few antiquaries—and for their vivid effectiveness and gay colour note. The objects decorated with this enamel are fire-dogs, candlesticks, vases, sconces and badges. The ground is a brass casting, on which the shallow depressions that form the major portion of the surface are filled up with opaque enamel paste, the colours used being light turquoise blue, white, green, black, purple and red in rough blobs or masses that have not been polished down to an even surface, as in the case of champlevé enamels. They have been correctly described as "encrusted enamels with the original fire glaze upon them." In some cases the brass ridges between the depressions are narrow borderings only; in others the metal itself forms an important part of the design, as in the case of the mirror and fire-dog bearing the Royal arms, in the possession of Colonel H. H. Mulliner.

Nothing is known of the place of origin of this type of enamel, which has been vaguely attributed to a centre in the Midlands because some examples exist at Drayton and Belvoir. The manufacture of brass was introduced into England about 1565, and in 1649 two Germans established brassworks at Esher in Surrey on which it is said they spent large sums, but after an existence of thirty-four years they were obliged to give up working. There is no reason to attribute these English enamels to this centre in Esher, but it is curious that its brief activity coincides with the date of the known existing examples. Other brass-battery (or hammering) works were extended over England, and an ancestor of Lord Byron leased brass battery works at Nottingham at a rental of four hundred pounds a year. These battery works, it is interesting to read, were not confined to the production of metal articles only; they embraced the production of glass, colours of all kinds, "oils fit for the lamps of princes and noblemen and enamels and other earthenware." To the production of glass and cast brass side by side the origin of these enamelled objects was no doubt due. Their date was at first supposed to be "Tudor or Jacobean," but on closer acquaintance it was clear that the fire-dogs with the Royal arms in the Victoria and Albert Museum, the badge bearing a crowned full-face bust of Charles II, and the well known acorn-shaped fire-dogs in the same collection were of Restoration date. In the case of candlesticks, such as the black and white pair formerly in Lord Warwick's possession and now in the Victoria and Albert Museum, some have a wide grease-pan half way down the stem, which did not come into use before the middle years of the seventeenth century.

Of the known examples, a pair of stirrups in the Victoria and Albert Museum are of remarkably fine workmanship.





ENGLISH ENAMEL FIRE-DOG. ONE OF A PAIR. ENGLISH ENAMEL MIRROR.

Both *temp.* Charles II and from the collection of Colonel H. H. Mulliner.

MESSRS. CHRISTIE, MANSON & WOODS'

Forthcoming Sales by Auction,
Commencing each day at 1 o'clock.

ON MONDAY, MAY 22nd, 1922.

ORIENTAL PORCELAIN, OBJECTS OF ART AND EASTERN RUGS,

the Property of a Gentleman, and from various sources.



Sale May 24th.—Lot 46. A Pair of Louis XVI. Vases.

ON TUESDAY, MAY 23rd, 1922.

OLD ENGLISH SILVER PLATE.

Old English Silver, the Property of the late MISS JEAN CHALMERS MORTON, Sold by Order of the Executors; an Elizabethan Ewer and two XVIIth Century Flagons, the Property of the RT. HON. LORD PENTLAND; and Old Silver from various sources.



Sale May 24th.—Lot 54. A Louis XVI. Clock.

ON **WEDNESDAY, MAY 24th, 1922, and following day.**

FRENCH DECORATIVE FURNITURE, PORCELAIN, OBJECTS OF ART, AND TAPESTRY,

the Property of A. B. H. GOLDSCHMIDT, ESQ., deceased.

Removed from 14, South Street, Park Lane, and Cavenham Park, Suffolk.

Now Sold by Order of the Trustees, owing to the death of MRS. GOLDSCHMIDT.

(Illustrated Catalogue, price 5/-)



Sale May 24th.—Lot 85. A Louis XV. Commode.

ON FRIDAY, MAY 26th, 1922.

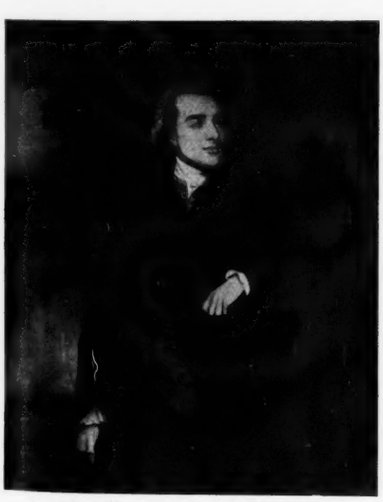
IMPORTANT PICTURES BY OLD MASTERS

the Property of A. B. H. GOLDSCHMIDT, ESQ., deceased.

Removed from 14, South Street, Park Lane, and Cavenham Park, Suffolk. Now Sold by Order of the Trustees, owing to the death of MRS. GOLDSCHMIDT.

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Four famous Works by Sir A. Vandyck, one by Sir J. Reynolds, P.R.A., and other interesting Pictures, the Property of THE BARONESS LUCAS OF CRUDWELL AND DINGWALL.
and fine Pictures from other sources.

(Illustrated Catalogue, price 5/-



Sale May 26th.—Lot 126. Benjamin Keene, Esq., by G. Romney.

ON TUESDAY, MAY 30th, 1922.

OLD ENGLISH FURNITURE, PORCELAIN, AND OBJECTS OF ART

A few Examples of Oriental Porcelain, some Panels of XVIIth Century Embroidery and English Decorative Furniture from various sources.

ON WEDNESDAY, MAY 31st, 1922.

OLD PICTURES AND DRAWINGS.

Old Pictures and Drawings of the British, Dutch and Italian Schools, from various sources.



Sale May 26th.—Lot 62. Miss Tempest, by G. Romney.

Catalogues may be had of the Auctioneers, at their Great Rooms 8, King Street, St. James' Square, S.W.1.
(Telephone: Gerrard 5532).



ENAMEL SCONCE.
Temp. Charles II. Colonel Mulliner's collection.

The ground is of white enamel, and on the sides is a design of a red pomegranate and on the broad step a cockatrice.

Two sconces are known, one large example in the possession of Lord Swaythling and a smaller sconce (which is illustrated) in Colonel Mulliner's collection. In Lord Swaythling's example, which is enamelled in blue and white, the back plate is heart-shaped and bears a design of *amorini* holding up a wreath; the sconce arm, which issues from a closed human hand, supports a grease-pan and angular socket. In the illustrated sconce, also of blue and white enamel, the back plate is oval and enriched with a conventional scrolling design centering in a winged cherub's head; a grotesque foliated mask fills the centre, and below from a lion mask issues a closed human hand carrying the sconce arm, which is very similar to Lord Swaythling's. The portrait badge of cast brass bearing the head of Charles II is unusual in preserving its gilding and having decoration in three colours, red, white and blue. The small mirror frame in Colonel Mulliner's collection (Fig. 2) also stands alone. It is octagonal in shape, and the design of fruit, flowers, vase and winged *amorini* is in exceptionally high relief; the ground is filled in with blue and white enamel. Two small vases in blue and white enamel exist at the Victoria and Albert Museum, and similar vases have been described as existing as altar vases at Hackness Church, near Scarborough. Candlesticks form a larger class, and the British Museum possesses a pair of white and green candlesticks having grease-pans in the centre of the stem, and a blue and white candlestick with a flanged stem. The pair of black and white enamel candlesticks in the Victoria and Albert Museum from Warwick Castle are typically mid-seventeenth century in outline and have a wide grease-pan half way down the stem. A taller pair in the Museum have a baluster stem, wide foot and cylindrical socket, which is ornamented with a band of Tudor roses on foliated stem. Round the foot is a row of vases, from each of which issues a formal group of roses and tulips.

The most varied and interesting class is, however, that of andirons, of which two are illustrated. The design of these fire-dogs varies considerably; one type, as at Drayton, has



ENAMEL FIRE-DOG, ONE OF A PAIR.
Temp. Charles II. Colonel Mulliner's collection.

convex discs of enamel mounted on an upright stem. Fig. 4, which is of baluster shape with a double scroll foot, is enamelled in blue and white and has a pierced square in the centre of the stem; the enamel consists of foliage in blue and white. The acorn-shaped fire-dogs in the Victoria and Albert Museum, probably commemorating the Restoration, are enriched with a design of *amorini* in low relief among vine scrolls, and have a ground of blue and white enamel; at the top is a coronet and cipher. A second pair in the same collection is similar to Fig. 1, which traditionally once stood in the palace of Nonsuch and passed with that palace to Sir Robert Long and his descendants. In the upper portion of these andirons is the Royal arms of the Stuarts supported by Atlantes, which are separated by a vase from which issue conventional floral ornaments; beneath their feet are convex discs of floral ornament. In these andirons four colours are employed, which is unusual—blue, green, white and red, the red being used in the tinctures of the coat of arms; and the effect of these brightly coloured accessories of the hearth must have been fully in keeping with the bright and varied colour schemes of furniture and decoration of the second half of the seventeenth century. J.

AN HISTORIC ELIZABETHAN EWER

A CARPET OF GOLD AND SILVER. CHINESE ART.

OF early Persian carpets there are several very distinct types. The Hunting and Animal carpets are of great rarity; the Garden carpets are now becoming so; the Conventional Floral variety of great richness, of which the Ardebil carpet in the Victoria and Albert Museum is a type, is more numerous. Towards the end of the sixteenth century a distinctly new variety made its appearance. It is characterised by the precious nature of its materials, the ground being generally of gold and silver thread. Of small size, the carpets were supposed to be of Polonese origin, but they are now believed to have been woven in Persia and intended for imperial use, either in the palaces or for presentation to sovereigns and people of eminence. A good example of the kind is in the Salting Bequest, and there are other specimens in England and abroad. A magnificent example is to be sold in Messrs. Puttick and Simpson's auction rooms on May 26th. The name of Shah Abbas has been associated with these carpets, and this one dates from his reign. He was born about 1557 and died in 1628. Its background is woven of gold and silver without a pile, which is limited to the ornament. In the centre is a diamond or quatrefoil shape of complicated outline, of the exquisite blue common to these carpets, and on this is placed a floral device associated with the name of Shah Abbas. Outside this is a pattern of palmettes, rosettes, flowers and foliage of marvellous design on the precious metal groundwork, while the corners are filled with flowers and leaves in a soft green and restrained pink harmony. Framing these is a narrow band of florets, then a broader border of scrolls, stems and conventional floral forms of unusual design. The effect of the carpet is a shimmering harmony of gold and silver in light and shade, soft greens, light blues, refined pinks and yellows, all in low tones—the essence of refinement in colour and richness—throughout its surface of 6ft. 6ins. by 4ft. 3ins. At the same sale appears a set of carved and gilt Queen Anne armchairs, covered with old English tapestry representing bouquets of flowers tied with ribbons on a reddish brown ground; and a pair of Chippendale mahogany pole-screens, mounted with English tapestry of vases of flowers.

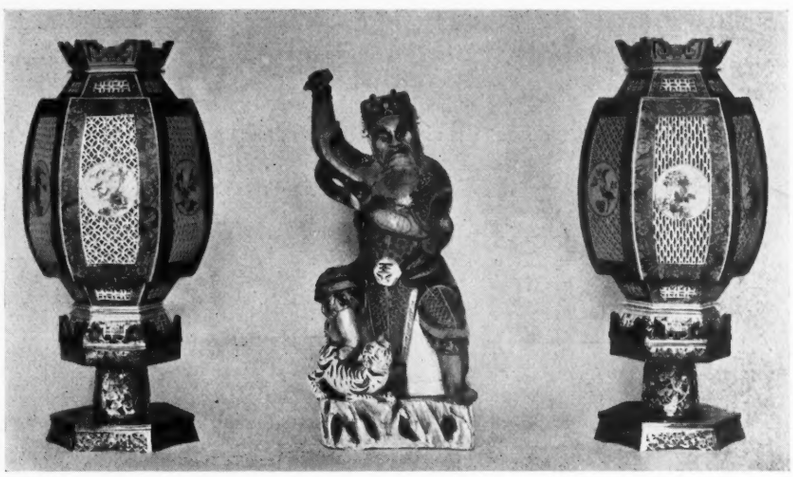
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May 23rd & 24th



EGGSHELL LANTERNS. Lot 60. KUAN-TI, FAMILLE VERTE, K'ANG-HSI. FAMILLE ROSE, YUNG-CHÊNG.

Lot 15, May 26th.

OLD ENGLISH ENGRAVINGS

May 26th.

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OLD ENGLISH SILVER

May 30th.



TWO OF A SET OF FIVE QUEEN ANNE CHAIRS, the coverings of Fu'ham Tapestry.

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Illustrated Catalogues in preparation.

LOT 114.—MAY 26th.

EACH SALE MAY BE VIEWED THE TWO DAYS PRIOR.



ELIZABETHAN EWER IN MOTHER-O'-PEARL AND SILVER.

Of the sale of pictures and drawings belonging to the late Lord Mount-Stephen and others, at Messrs. Christie's on May 19th, it may be said that nearly all the principal pictures are by foreign artists. There is, of course, the "Cader Idris," by David Cox. Of Corot we have "Une jeune fille en promenade"; "Pancake Day," a charming picture of Dutch domesticity by Josef Israels; Munkacsy's tragic "After the Duel"; "Wallachian Carriers," by Adolf Schreyer; and Cazin's "At Equiem," being a view on the Dunes.

The most remarkable object in their silver sale on May 23rd is an Elizabethan ewer of extreme rarity. It is formed of plaques of mother-o'-pearl, engraved round the centre with a band of hearts. The handle takes the shape of an S scroll, mounted with silver-gilt chased with lions' masks, while the spout is of silver-gilt chased as a dolphin. The stem is of baluster form, and the foot has a mount of silver-gilt chased with foliage. Standing 13ins. high, it is said to have been presented by Mary, Queen of Scots to the Regent Morton, and by one of the Earls of Morton to one of the Anstruthers of Airdit, Fife. The last of these, a Mrs. Anstruther, bequeathed it to Mr. John Young, Edinburgh, and he gave it to Mr. John Learmouth, by whom it passed to Lord Pentland. There is, too, a tiger-ware jug of the same period with elaborate silver-gilt mounts and cover with the Barnstaple hallmark about 1575; two fine Charles II porringers and covers of 1664 and 1676, and a dozen rat-tailed spoons of 1683; a beaker-shaped cup with cut-card-work by Peter Harrache, 1692; a two-handled cup and cover of 1693; four circular trencher salts, by David Willaume, 1701; and a George I tazza with the arms of Edward Acton and his wife, Susannah White of Stafford, by Michael Boult, 1720. The pictures and drawings belonging to Lady Lucas, the late A. B. H. Goldschmidt and others come under the hammer on the 26th. They include four splendid portraits by Van Dyck—Mme Kirk, Lady of the Bedchamber to Henrietta Maria, wearing an amber-coloured satin dress with brown scarf and many jewels, in a garden; the Marquez de Leganez, the Spanish general and President of the Council in Flanders, in a black dress; Elizabeth, Countess of Southampton, wife of Henry Wriothesley, third Earl, clothed in white satin and a pale blue scarf, on a terrace; and Philip, fourth Baron Wharton, in buff tunic, pink gold-braided sleeves and breeches, breastplate and white shirt, at the age of twenty-six. Then there is the fine early Reynolds' portrait, painted in 1761, of the Ladies Amabel and Mary Jemima Yorke, daughters of Philip, second Earl of Hardwicke, as well as Gainsborough's portrait of his eldest brother John, and Lawrence's portrait of Sir Galbraith Lowry Cole, K.B., in scarlet uniform. Of landscapes, there are Daubigny's "On the Oise"; Charles Jacques' "Shepherd and his Flock"; "The Cavalier," by A. Cuyp; the very decorative "Gardens of a Palace," by Moucheron and Lingelbach; and "The Fish-stall," by Teniers.

It is difficult to find an equivalent to the style of Sheraton on the Continent. Its colour, its simplicity, its good design and exquisite workmanship are so distinctive that it may be said to stand by itself, and in the broad term as we use it it is wise to include the satinwood masterpieces of Adam. Sometimes its furniture is slender and delicate and painted with cupids and rosebuds on the satin-gold ground; sometimes sturdier, for the use of my heavy Georgian lord. There is a remarkable Sheraton writing-table in the galleries of Messrs. Waring and Gillow of Oxford Street, which we reproduce. It contains three drawers, the fronts inlaid with elliptical panels of amboyna on sycamore, having richly chased octagonal handles of brass. The top, projecting slightly, is inlaid with a large oval panel of beautifully marked amboyna on sycamore ground, banded with satinwood and containing in the centre a medallion of light wood on green ground with lobed outer edge. The front drawer has a fitted casing of sycamore and amboyna with many open compartments, two being for ink-wells, while the larger ones have covers; the side drawers have receptacles for pens and other writing materials. The sides show panels of amboyna on lighter ground; the legs are square and tapering, with line inlay and small amboyna circular medallions on the blocks near the foot. The table stands 2ft. 6½ins. high by 3ft. 7½ins. wide and is 2ft. 2ins. deep. In the same galleries is a very beautiful marqueterie walnut cabinet of the William and Mary period, its two doors decorated with an oval panel containing flowers, birds, leaves and scrolls in various woods inlaid on a dark ground; while the shaped panels in the angles are filled in the same fashion, the flowers springing from a conventional foliage start. It stands on bracket supports, decorated with the same marqueterie. The open doors show sixteen drawers. On the top small panels of conventional foliage break the corners, while the field is inlaid in keeping with the front. It is of small size, measuring 20½ins. high by 22½ins. wide. Messrs. Waring and Gillow possess a fine old cabinet of most unusual type and of Continental origin. The lower part of serpentine front contains three drawers, it bulges slightly in the middle and has a shaped panel richly inlaid with parquetry, with projecting top moulding. Upon this rests the upper part, its two doors having shaped panels of parquetry and veneer. At the corners are semi-cylindrical supports;



A SHERATON WRITING TABLE INLAID WITH PANELS OF AMBOYNA ON SYCAMORE.

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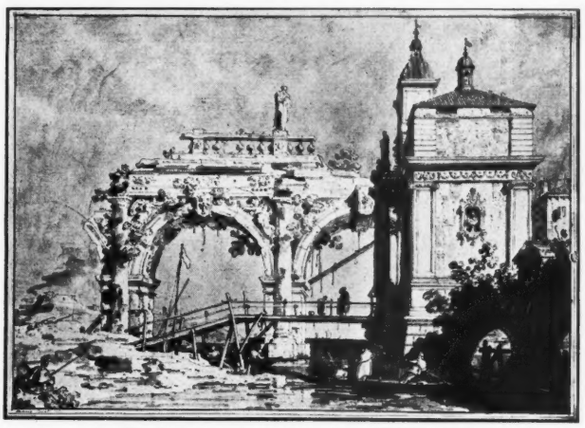
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Sale May 23rd.—Antonio Canaletto—Drawing 12in. × 17¼in.



Sale May 25th.—Scotch Quaich, *circa*, 1650, 5¾ in. diameter; Elizabethan Mazer, 4⅜ in. diameter, with inscription "*Thy blessing, O Lord, grante mee and mine: Thatt in life and death, Wee may be Thine.*"

May 23rd-24th.—Drawings by Old Masters, and by English Artists of the XVIII and XIX Centuries, and Oil Paintings, including the Property of MRS. MILLER MORRISON, Edinburgh; of GERALD M. FITZGERALD, ESQ., Little Shelford, Cambs.; of COLONEL REYNELL, Meynell Langley, Derby; and of EDWARD GERRISH, ESQ., Bath.

Illustrated Catalogues (9 plates), price 2s. 6d.

May 25th-26th.—Old English and Irish Silver, including the Property of W. CUNNINGTON, ESQ., and of MISS M. D. HUISH; **Textiles,** the Property of MRS. DAVIES GILBERT, the Manor House, Eastbourne; **Furniture, etc.,** the Property of EDGAR ANDERSON, ESQ.; of MRS. SEYMOUR PASKIN, and of MRS. R. BELL.

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AN ALTAR SET IN CLOISONNE IN VERY FULL AND SUMPTUOUS COLOURING.
Height 17ins., Kang-H'Se, 1662-1722.

the whole is surmounted by a shaped and broken pediment of curious type. The front and sides are covered with parquetry and inlay in various woods, the resulting colour being a rich medley of golden brown woods of various shades. It measures 7ft. 4ins. high by 4ft. 3ins. wide.

It is quite an education to wander through Messrs. Waring and Gillow's antique galleries. They have fine old cabinets of different periods and nationalities and antique oak settles—one, of a high back with long narrow panels and curving seat of the late eighteenth century, has, curiously, an air of Queen Anne's period. We noted, too, an exquisite Hepplewhite china cupboard with range of cupboards below, remarkably fine William and Mary chairs, old oak refectory tables, lacquer cabinets on silvered stands, and a wealth of mahogany with many decorative hangings of old tapestry.

On May 23rd Messrs. Sotheby begin a two days' sale of drawings and paintings. The first day is devoted to drawings by old masters, of which the most important are some sketches by Rembrandt in pen and bistre. These represent the Angel departing from Manoah and his wife (the parents of Samson); a woman supporting a vase on the edge of a well, probably a study for the Woman of Samaria; while masterly and almost modern in its direct technique is a composition of two men in conversation, one, by reason of his heavy overcoat and high cap, giving the impression that he is a Russian. What infinite variety, what extraordinary power of expression there is in Rembrandt, even in small scraps like these! In another property there are two more Rembrandt studies, one representing an artist painting the portrait of an old man; the other, a night piece, showing the interior of a cottage in firelight glow, through the open door. There are but few painters' cartoons of the fifteenth century left with us, but here is one, a long narrow drawing in bistre, pen and wash, slightly touched with colours and pricked for transference probably to a cassone on which the finished picture was painted by the artist. It has for subject the tragedy of the Massacre of the Innocents, a composition of numerous figures in a square or courtyard of a palace with a triumphal arch on the right. It is by Ercole Roberti, *c.* 1455–96, and is the property of Colonel Meynell of Meynell Langley, Derby, to whom also belongs a folio volume containing 222 drawings and sketches by old masters and others, which includes a number of Derbyshire artists, such as Joseph Wright, John Holworthy, George Robertson and Miss Chawner, the last two connected with the Derby porcelain manufactory when it was under the management of the Duesburys. The second day's sale comprises oil paintings by masters of the Italian, Dutch, French and English schools, including Jan Both, Franz Hals, J. Baptiste, C. Troyon, F. Sartorius, J. S. Cotman, John Opie and others.



A LARGE AND FINE VASE WITH A DEEP TURQUOISE GROUND AND BRONZE BIRDS ON THE SHOULDERS.
Height 23-in., Ming, 1368-1643.

A Persian poet of the sixteenth century sang of Chinese art that its beauty is an object of envy, which is as true to-day as when it was uttered. Since the introduction of Chinese objects of art into this country in the seventeenth and eighteenth centuries, it has exercised an abiding influence on the interior decoration of English houses. To demonstrate the extraordinary artistic qualities of the cloisonné enamels of old China, Messrs. Spink and Son have devoted almost the whole of the first floor of their spacious galleries in King Street, St. James's, to a collection of this most distinctive and delightful production. Not a single example of modern or Japanese work has been allowed to find its way into the exhibition, all the pieces shown being Chinese work of the eighteenth century or earlier. Cloisonné enamel has not the general appeal of porcelain perhaps, but the discriminating taste finds the lines and colours of fine old work extraordinarily satisfying.

In the large room at Messrs. Spink's are magnificent specimens of old Chinese cloisonné enamels, such as the large Ming vase of inverted cone shape and short neck, with birds of gilt metal on the shoulders and rich enamel patterns in Ming blue, red, yellow, white and black; the sacrificial vessel, enamelled with mythical animals playing with balls and with Buddhist symbols; the Ming incense-burner on three legs, with dragon handles of gilt metal which is of remarkably fine colour; and the eighteenth century altar set, consisting of incense-burner, candlesticks and vases. Collectors will take a particular interest in the unique figure of Tsongkapa, the Luther of Tibet and founder of "Orange" Lamaism, who flourished in the fourteenth century. The saint is here represented seated with legs crossed, and is wearing a detachable hood, the whole figure being beautifully wrought with designs in yellow cloisonné enamels, evidently Sino-Tibetan work of the seventeenth century. There are, as well, many small specimens, exquisite in colour and design—boxes, jardinières, bowls, plates and vases. The representation of birds in cloisonné enamel has always been a feature of the Chinese craftsman's work, and here are charming examples, such as the 5in. Kien-Lung quail, made between 1736–95 and coloured in a beautiful and characteristic blue, with green and black wing feathers. The lover of enamels will find this collection of surpassing interest and richness. At every turn the eye alights on fresh beauty of colour and form. Messrs. Spink and Son issue a brochure, with numerous illustrations, dealing with the subject.

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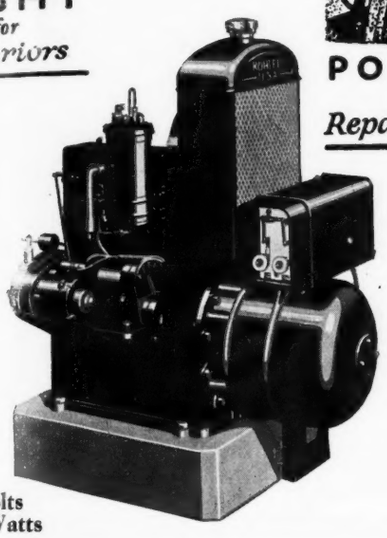
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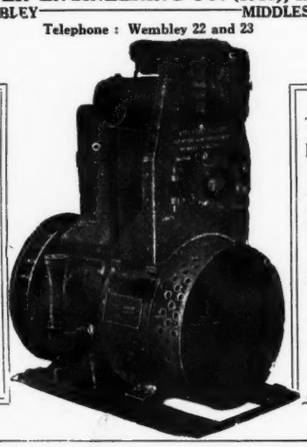
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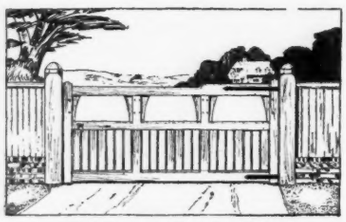
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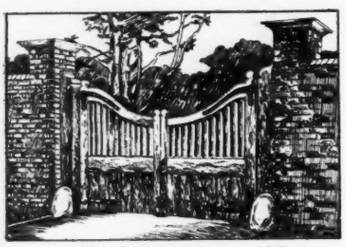
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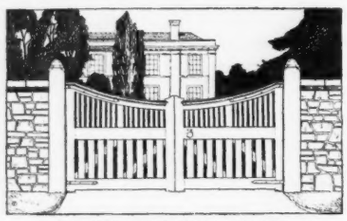
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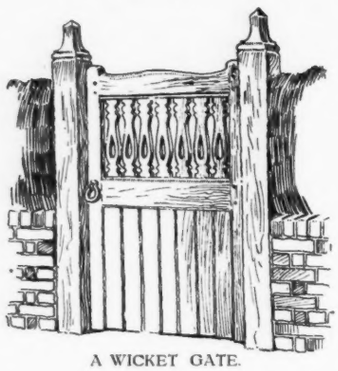
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OLD GLASS FROM THE GREEN ISLE

PERSIAN CERAMICS. ETCHINGS.

THE charm of old Irish glass is as difficult of analysis as it is powerful and abiding. There is something in the grey velvety depths of it, in the exquisite shapes it takes, the homely and always artistic craftsmanship, the ever-changing play of light, shade and prismatic colours along its surface, the touch and the ring of it and the calling up of old-world associations it engenders, that make the spell a binding one. Few realise the great variety of forms and colours in which it is met or the purposes to which it was put. It is only in large collections where varieties can be seen side to side that a true impression can be formed of its range and vast importance in the realm of the fine arts, as it is shown in the collection of Mrs. Graydon Stannus of Earl's Court Square, S.W., probably the finest in existence. The two great chandeliers are a revelation of its capacities to anyone. Their magnificent design is equalled by the skilful cutting of pattern, fixing the light in scintillating points along the main lines, blazing into brilliancy in stars and large lucid pendants that sink into shadow or flush into prismatic radiance as the light calls them. Of great beauty are the table-lights, or candelabra, of which there are many in the collection. A pair of these for a sideboard are of extremely graceful form. Rising from a rich base, the stem is of straight tapering shape, passing into a cup, where three arms curve outwards and downwards and rise to the wax-pans and vase-like holders. From their highest point poise the snakes' heads, or reflecting pendants, while from the canopy, surmounted by a vase, depend festoons which are attached to the lights. These are of the finest period and most accomplished cutting in the history of Waterford glass, while the design has a suggestion of Adam.

The bowl bearing the Stannus crest is a piece of art work worthy of any country or time. It was made at Waterford in 1790, and stands on a flattish base with short stem passing into mouldings clean cut, the side of the bowl decorated with strawberry and fan cutting. The urns, as they are termed, are of most beautiful shapes and colours—perhaps the finest shapes ever attained by the Irish glass-workers—and their decoration leaves nothing to be desired. Of smaller shape, but of similar pattern, are the honey jars, a set of which illustrate the period 1768–1800, very perfectly. One could dwell upon the sugar-basins, cups, finger-bowls, sweetmeat dishes, cruets, tea-caddies, teapots, decanters, tumblers, punch-bowls and the innumerable articles, each selected with expert and refined judgment combined with a full antiquarian knowledge of the subject. Much that is generally known has been gleaned from the owner's work, "A History of Old Irish Glass," a book of wonderful clearness, well established facts and possessing a great number of fine illustrations.

During his long residence in Persia as Oriental Secretary to the British Legation in Teheran Mr. G. P. Churchill explored the ruins of Rhages, Khar and other towns and formed the fine collection of Persian pottery which will be sold by Messrs. Christie on June 13th. It includes a plastic group of extraordinary interest, representing the seated figure of a woman and child showing traces of having been painted red and blue, while her headdress and necklet with pendant have once been gilt. Executed in the sixth or seventh century, it possibly represents the Virgin and Child and is connected with the early Christian missions before the Mahommedan conquest of Persia in 642 A.D. Of the green faience of Sassanian origin the collection contains fine specimens.

Examples of the lustre and polychrome pottery made after the advent of Islam are naturally more numerous and include, for example, a bowl, the inside decorated with geometrical panels in blue, turquoise, red and black, with a band of inscription round the outside on a cream ground, while another with similar outside design has chequer-pattern panels divided by bands of inscription, enclosing round the border square panels of birds and arabesques; dishes, in one of which the back of dark blue contains in its centre what may be the maker's mark, while the front is painted with arabesque foliage in lustred brown; vases of cylindrical shape, one decorated with figure subjects, arabesques and geometrical patterns in panels with sunk outline; jugs with one handle, covered with a light green glaze with foliage and fluting incised, and another with a glaze of turquoise blue; and a curious bottle entirely covered by a glaze of brilliant turquoise blue, in the shape of a seated lion. All these, of the thirteenth century, were excavated at Rhages. Tiles there are of star shape with hunter, stag and hound with inscription, from Sultanieh, and another from Veramin, both of the sixteenth century; while a very interesting find was a dagger with its hilt damascened with foliage in gold and bearing the name of Shah Abbas (1557–1628).

Modern etchings and drawings from various sources are to be disposed of by Messrs. Sotheby on May 30th and 31st. Of the work of Muirhead Bone there is the famous "A Rainy Night in Rome," a superb example of the 125 impressions from the plate, with other subjects, such as the "Evening, Genoa." "The Canongate Tolbooth," a magnificent impression, is perhaps the finest by D. Y. Cameron in this sale, where appears one of his famous "London Set," consisting of twelve prints in original portfolio, of which an edition of only thirty-five were issued before the plates were broken up. Here, too,

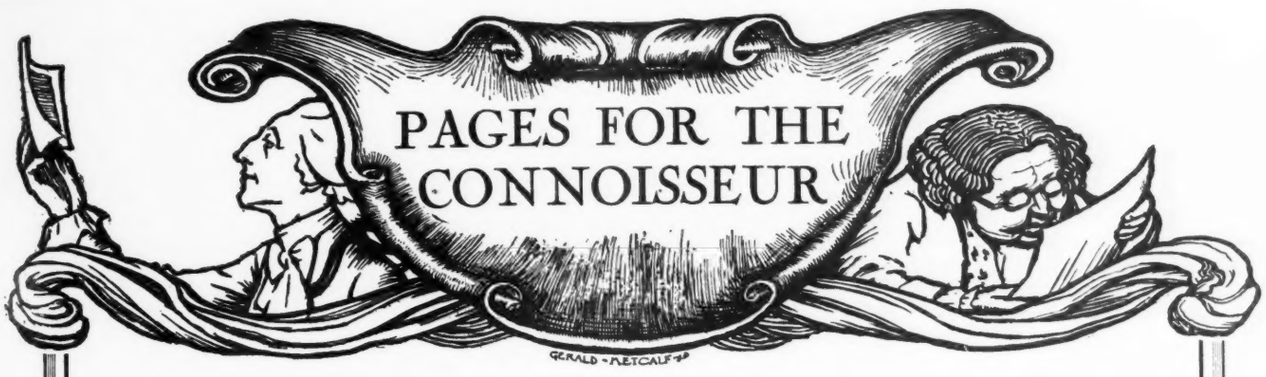


A FINE TABLE-LIGHT, ALL MOULDED, EARLY DUBLIN. UNIQUE SPECIMEN.

are "Inverlochy Castle," "The Hills of Tulloch" and other prints by the same. Notable are Méryon's "Le Pont-Neuf," seventh state before the title, "Le Pont-au-Change," ninth state, with the ravens, and "La Pompe, Nôtre-Dame," in sixth state before the title. Collectors of Legros' etchings will have a large number of prints, some very rare and in rare states, to choose from: they belonged to the late Rosalind Countess of Carlisle; and there are good examples of Whistler's etchings, apart from the complete "French set" on yellow India with one on Japan paper from the collection of Mrs. Charles Potter. Sir Seymour Haden, James McBey, Sir Frank Short, Andreas Zorn and others are also represented in the sale, which on the second day includes a good many drawings by Legros and artists of the English school, a few oil paintings and a number of studies by modern Continental masters.

On May 29th and two following days Messrs. Sotheby sell books and a few manuscripts, with a wonderful collection of modern book-plates of over 2,500 examples, many being by C. W. Sherborn and G. W. Eve; a fair number bear the autograph of the former in pencil.

D. VAN DE GOOTE.





Stoner & Evans

Fine Art Galleries

Old English Porcelain, Pottery and Works of Art

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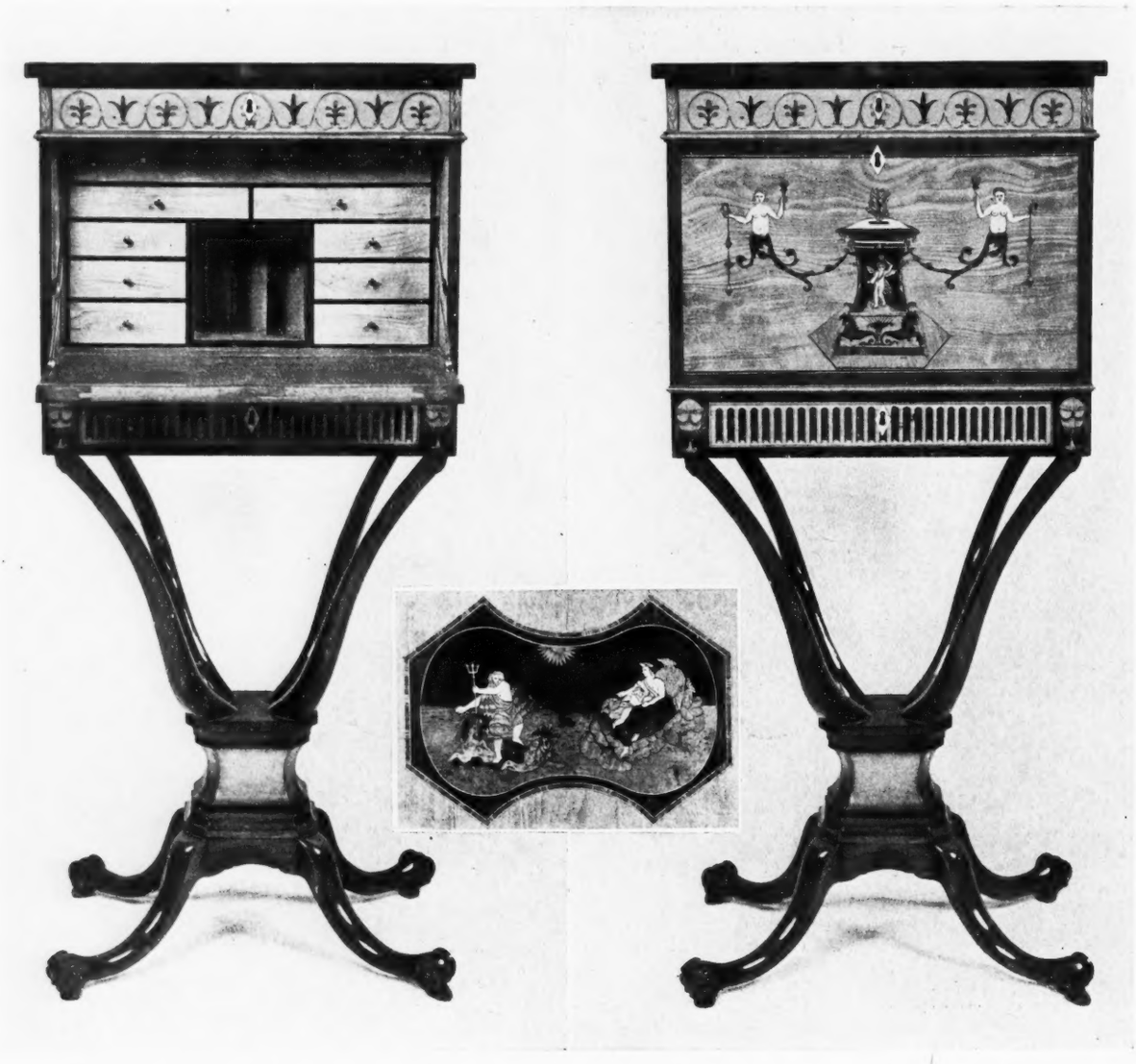
Telegrams : "Talofa, Piccy, London" *Telephone : Gerrard 6658*

AN UNUSUAL PIECE OF ENGLISH MARQUETERIE

THE latter part of the eighteenth century was responsible for many ingenious conceits and fantastic devices in the structure of small pieces of furniture, though these appear to have been generally designed for the uses of the fair sex; and among the many charming inspirations belonging to this category is a very beautiful little box-cabinet and stand now in the possession of Mr. Frank Partridge of King Street. At first sight the V-shaped, slightly serpentine uprights that support the upper portion suggest the absence of a pendant workbag, but a very cursory examination will instantly disperse that possibility, as the lower drawer, inlaid with fluting, lies within a fixed ebony border. The groundwork of the mahogany box is veneered with East India satinwood, enriched with various inlays. The front (Fig. 3) depicts a classical altar with its sacred flame, sea-horses forming the plinth; on either side, as supporters, are nereids bearing torches; this lets down as a writing flap (Fig. 1), disclosing nine drawers and a centre recess opening in small partitions, which, by pulling out and turning on a hinge, reveals five secret and smaller drawers all faced with satinwood and framed in ebony. The top (Fig. 2) is broadly bordered with a herring-boning of kingwood, inlaid by fine boxwood lines and cornered by green stained star pateræ. The East Indian satinwood forming the ground is decorated with a polygonal panel, beautifully inlaid in stained woods representing Neptune on his horses rising from the sea; Venus, accompanied by "Cupid and her doves," seated in her chariot on clouds and evidently addressing him; while Sol—the sun—and one or two dolphins complete the picture.

In colouring and treatment this panel is equal to the work of the finest contemporary French masters in marqueterie. As this piece was evidently constructed to stand out in a room, it is inlaid on every side; the back with spreading leafage, while charming motives of a wreath surrounding the ring handles decorate the ends. All are in perfect accordance and scale, with the honey-suckled and palmated frieze and the fluted base cornering in inlaid vases. The mahogany stand with its spider legs and slightly curved supports is very original; these spring from an octagon of satinwood, solving with much success and elegance a difficult problem of design.

For what exact use this little cabinet was intended seems uncertain, though its construction suggests a resting place for valuable curios, coins and letters, as every opening, locks securely. The manufacture can be attributed to Chippendale and Haig, and by the fine scale of its proportions to a design from Robert Adam, for it is only when these two firms are in conjunction that this remarkable breadth of treatment on such small inlaid objects is observable. Hepplewhite produced much coloured marqueterie, but it is not unfair to this maker to state that his grace of line in inlay is frequently out of harmony with the excellence of his general design, for when the usual pateræ, husking and medallions are eliminated from his work, the composition of ornamental detail is generally found detached and stiff. That of Sheraton, though later (1790), is always graceful, but small in style, nor does he so successfully achieve the brilliant colours of his predecessor's marqueterie. It is very certain there must have been many other firms and designers between 1770 and 1795 producing good marqueterie, such as Shearer, Carter and Pergolesi, the latter having come to this country in company with Robert Adam; but with the introduction of painted decoration by Pergolesi, Kauffman, Cipriani



1.—Flap down, showing internal drawers and partitions. 2.—Detail of top inlaid with scene between Neptune and Venus in coloured woods. 3.—Front view with box closed.

BOX AND STAND INLAID WITH A MARQUETERIE OF COLOURED WOODS ON SATINWOOD GROUND, THE STAND IN MAHOGANY WITH A CENTRAL OCTAGON PLINTH OF SATINWOOD. DATE 1775-80.

MESSRS.

CHRISTIE, MANSON & WOODS'

Forthcoming Sales by Auction. Commencing each day at 1 o'clock.

ON THURSDAY, JUNE 8th, 1922.

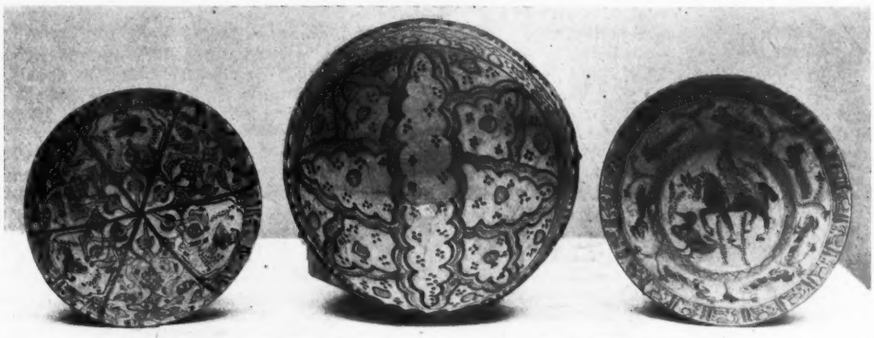
DECORATIVE FURNITURE, OBJECTS OF ART AND PORCELAIN.

Oriental Porcelain, the Property of a Gentleman, and Decorative Furniture and Objects of Art from various sources.

ON THURSDAY, JUNE 8th, 1922, AND FOLLOWING DAY.

AN EXTENSIVE ART LIBRARY.

The large Collection of Art Reference Books of **Mr. Algernon Graves, F.S.A.,** deceased, sold by order of the Executors.



Lot 41—Persian Bowl. Lot 23—Sassanian Bowl. Lot 15—Persian Bowl.

ON FRIDAY, JUNE 9th, 1922.

MODERN PICTURES AND DRAWINGS.

Modern Pictures and Drawings, the Property of Lady Riddell ; the Property of a Lady, and from various sources.

ON TUESDAY, JUNE 13th, 1922.

A COLLECTION OF EARLY PERSIAN FAIENCE.

The Collection of Early Persian Faience, formed by **G. P. Churchill, Esq.,** formerly Oriental Secretary to H.M. Legation at Teheran, during many years residence in Persia. The majority of the pieces, which date from the XIIIth century, were excavated at **Rhages, Veramin and Khan** cities which became ruins in the XIIIth century. There are a few examples of the **Sassanian VIIth century** work.

Catalogues may be had from the Auctioneers at their Great Rooms, 8, King Street, St, James' Square, S.W. 1. (Tel : Gerrard 5532.)

FINE OLD ENGLISH PORCELAIN

the Property of

RALPH E. LAMBTON, ESQ.

This well-known Collection includes fine **Worcester** Vases and Services with varied designs on apple green and blue scale grounds. It comprises also many important examples, from the **Derby** and **Chelsea** factories, of Vases, Figures and Services, together with many fine specimens of Old English Porcelain of other Denominations



Worcester Tea Service.



A Worcester Vase.



Worcester Cups and Saucers.

which will be Sold by Auction by

MESSRS. CHRISTIE, MANSON & WOODS,

at their Great Rooms, 8, King Street, St. James' Square, S.W. 1,

On Wednesday, June 21st, 1922, at 1 o'clock.

Catalogues may be had from the Auctioneers (Illustrated Catalogue, Price 1/- each) *Telephone : Gerrard 5532.*

and Zucchi, the very high-class quality of marqueterie gradually disappeared. To fully picture the charm of this delicate little piece one must try to realise the personality of its owner, with her frizzled hair in half powder tied by ribbons, her soft fichu, pouting out like a pigeon's breast, and the long, tight waist with spreading skirt and sash, for the little cabinet is of a date towards 1780 and presumably formed a beautiful possession to such a woman. P. M.

THE COLLECTION OF PICTURES AT GLENDON HALL

By Tancred Borenius.

THE collection of pictures at Glendon Hall is not a large one, but it includes several examples of considerable interest. Foremost among these we may mention a striking sixteenth century portrait, representing an English lady of high station. She is seen at full length, wearing a dress of great sumptuousness; a square-cut cloth of silver gown lined with ermine, with deep ermine cuffs at the elbows, over a red dress richly embroidered with gold and pearls. On her head is a golden brown French hood, trimmed with gold and jewels; she wears two jewelled necklaces, and round her waist is a girdle with long ends consisting of strings of cameo beads. Her tiny and delicate hands, adorned with large and heavy rings, finger a red carnation. The sumptuous effect of the whole is enhanced by the magnificent Persian carpet on which she stands. Carefully wrought out as the minutiæ of dress and jewellery are throughout the picture, yet its effect does not get lost in the details, thanks to the big, simple lines of her dress and the two great contrasts of silver and gold—the gown and the underdress—which govern the scheme of colour.

The picture has traditionally for a long time been assigned to Holbein—a name which, as is well known, in earlier days had become a kind of generic label for works of this period and character. The late Sir Edward Poynter, who, in organising the loan exhibitions of old masters at the Royal Academy, found himself continuously running up against these traditional names, was fond of relating a story of a picture once sent up for exhibition at Burlington House; it was a characteristic Flemish picture of St. Sebastian, holding an arrow, the emblem of his martyrdom, but nevertheless was known traditionally as a portrait of William Tell by Holbein—also notwithstanding the fact that the date of William Tell, if he ever lived, was quite 200 years before that of Holbein! Artistically, the remarkable portrait at Glendon is akin to a series of portraits of princesses and Court ladies, painted in England between 1540 and 1560, which, while to a certain extent showing the influence of Holbein, also have ties of style with the contemporary French portrait painters of the School of Clouet, working at the Court of the Kings of the house of Valois. A portrait of Queen Mary I at the National Portrait Gallery (No. 428) may be quoted as an accessible example, showing close similarities of treatment to the Glendon Hall portrait; but between how many hands the work of this series should be divided, and of what nationality their authors were, is to-day still an unsolved problem.

So much for the question of the authorship of the portrait now under discussion; but what about the identity of the person here portrayed? Tradition also suggests a name in that connection, that of Queen Katharine Parr. Unfortunately, no authentic portrait of Katharine Parr seems to have survived, so we are unable to submit the picture to any convincing test of comparison. On the other hand, it is a remarkable fact that the rings worn by this lady correspond exactly with those which occur in the portrait of Queen Elizabeth as a princess, dating from about 1546 and now in the Royal Collection at Windsor; and this, taken together with the date suggested by the style of the picture, and the type of face, caused it to be suggested, when this picture was shown at the exhibition of Early English Portraiture at the Burlington Fine Arts Club in the summer of 1909, that this might conceivably be a portrait of Queen Elizabeth when young.

Regarding the history of the picture it may be mentioned that it has been for generations at Glendon Hall, belonging to the Lane family before passing to the present owners.

From the Tudor Court we proceed to that of the Stuarts and to the famous painter who was attached to it during the reign of Charles I—Sir Anthony van Dyck, in whose canvases the whole of that picturesque period in English history revives before our eyes. He is represented at Glendon by a full-length portrait of Henry Rich, first Earl of Holland, the handsome courtier of Charles I, who negotiated the latter's marriage to Henrietta Maria, and who, after having taken sides alternately for and against the King during the Civil War, ultimately ended his career on the scaffold in 1649. The picture shows the gallant Earl in a characteristic emphatic pose, with one arm akimbo and the other resting on a stick; behind him his steel helmet is placed on a pedestal, and his fair-haired head is set off against a dark



PORTRAIT OF A BOY ATTRIBUTED TO GERARD TERBURG.

THE NEWALL COLLECTION

THE IMPORTANT COLLECTION OF OBJECTS OF ART AND PICTURES

of the late

WILLIAM NEWALL, Esq.

removed from Redheath, Croxley Green, Herts.



Sale June 27th.—LOT 18. A Gubbio Tazza by Maestro Giorgio 1574.

The Collection includes many important

EARLY ITALIAN BRONZES

of the XVth and XVIth Centuries

notably A Statuette of Eros by

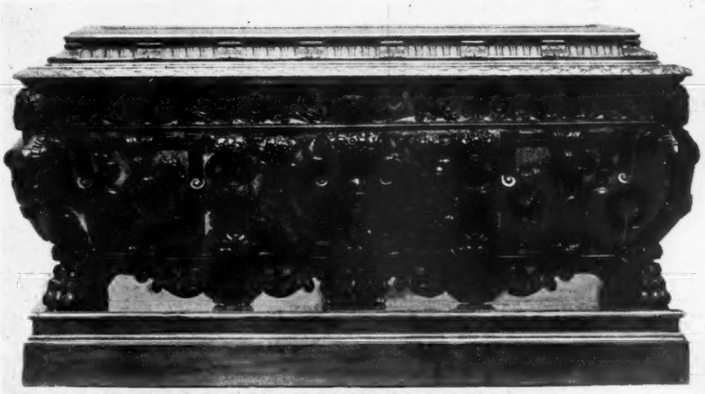
DONATELLO.



Sale June 27th.—LOT 60. Bronze Panther—Paduan XVIth Century.

FINE FURNITURE of the French and Italian RENAISSANCE

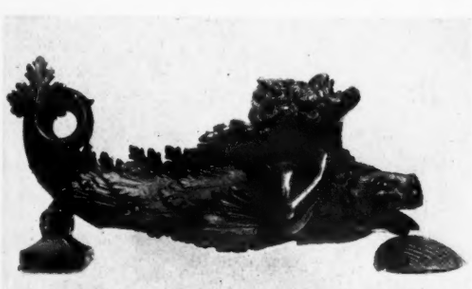
Beautiful Carvings in Boxwood and Rock Crystal.



Choice Examples of ITALIAN MAJOLICA

A FINE PLAQUE by LUCA DELLA ROBBIA.

Sale June 27th.—LOT 95. An Italian Cassone XVIth Century.



Sale June 27th.—LOT 55. Bronze Knocker by Andrea Riccio. Paduan Early XVIth Century.

CHOICE MODERN DRAWINGS including works by J. M.W. Turner, R.A., J. S. Sargent, R.A. Alfred W. Hunt, G. J. Pinwell, and a few Pictures by Masters of the FLEMISH and ITALIAN SCHOOLS



Sale June 27th.—LOT 39A. Triton. LOT 40. Inkstand 1545. LOT 41. An Inkstand.

which will be sold by auction by order of the Executors by

MESSRS. CHRISTIE, MANSON AND WOODS,

at their Great Rooms, 8, King Street, St. James' Square, S.W. 1.

ON TUESDAY, JUNE 27th, 1922, and three following days.

Catalogues may be had of the Auctioneers (Illustrated Catalogues of the Objects of Art, price 10/-, and of the Pictures, price 2/6 each).
Telephone: Gerrard 5532.



VAN DYCK'S PORTRAIT OF THE FIRST EARL OF HOLLAND.

drapery of the type which occurs so frequently as a stage property in the backgrounds of Van Dyck's portraits. Pictorially, this is a very striking work, the scarlet, striped with gold, of Lord Holland's dress being treated with great effectiveness. It may be mentioned that a portrait of Lord Holland by Van Dyck, of different composition, and engraved by W. Faithorne, exists in the collection of the Duke of Buccleuch at Montagu House. A work which in many ways presents a contrast to this elaborate *portrait d'apparat* is a small life-size study on panel of the head of a bearded man looking up—in all probability a study from life for the head of an apostle in some larger composition. It is done swiftly, sketchily, but shows the unerring certainty and admirable delicacy of Van Dyck's touch; indeed, it is in small studies from life like this one, rapidly thrown off by the master himself at one sitting, that one often comes at much closer grips with Van Dyck's authentic artistic personality than in the large and stately full-length portraits in which he was frequently content to leave much of the execution to his assistants.

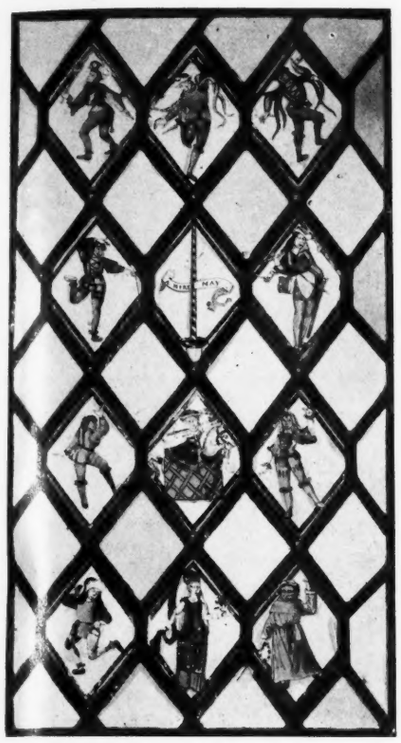
Space forbids one to dwell on some other works of interest at Glendon Hall, but there is one picture which on no account must be passed over in an appreciation of the collection. It is the full-length, life-size portrait of a boy—aged, as an inscription informs us, five years and six months—standing in the portico of a house, caressing a big, black and white dog; in his other hand he holds a stick, while the arm presses against his side a black plumed hat. His long, fair hair falls over his shoulders, while his dress consists of a long robe of white silk. Under a drapery flung across some columns we obtain a glimpse of a Dutch garden in the background, with a woman in black standing by the garden wall. The quiet and delicate atmospheric quality of the scene, the naturalness of pose and movement, and the engaging alertness of expression in the child are all equally attractive. But in addition to these characteristics, this picture also possesses considerable interest springing from questions connected with its authorship. The inscription, quoted above (it is painted on the base of the column on the left), gives also a date—1648—and two initials, "G. T." It has been customary to interpret this as the signature of the artist, who is generally referred to in England as Gerard Terburg, though the correct Dutch way of spelling his name is Gerard Ter Borch. This painter, who was born at Zwolle in 1617 and died at Deventer in 1681, is far famed as one of the greatest Dutch painters of interiors in the seventeenth century, and especially admired for the marvellous delicacy of his painting of white and other silk; there are excellent examples of these interiors by Terburg both in the Wallace Collection and the National Gallery, which latter collection also contains his remarkable picture of the "Conclusion of the Peace at Munster" in 1648—the very year, be it noted, that is inscribed on the picture at Glendon Hall. Now, there is undoubtedly much that recalls Terburg's manner in the last-mentioned work—above all, perhaps, the exquisite treatment of the white silk of the dress; but also in such a detail as the figure of the woman at the far end of the garden there is a distinct resemblance to his style. At the same time, there are certain considerations which make one hesitate before adopting this as an undoubted work by Terburg. For one thing, even if it is actually painted by him, it seems impossible to accept the inscription as an autograph signature by the master, for in his signature Terburg generally favoured the monogrammatic form, and invariably, even in his monogram, introduced a B as well as a G and a T, the B (for *Borch*) being for a Dutchman just as important as the two other letters. Still, the picture might be by Terburg, and the signature a later addition, recording a tradition concerning its authorship; but there is one more point to be borne in mind in this connection. This portrait, as I have mentioned before, is a life-size one; and for Terburg to paint a life-size portrait would be a most unusual proceeding. The majority of his full-length portraits—which show, by the way, a curious affinity to the work by Velazquez, with which Terburg had become acquainted during a visit to Spain—are of quite small proportions, perhaps 20ins. high. Still, it is not entirely unexampled that Terburg should have painted life-size portraits—I see, for instance, that Dr. Bredius refers to such a work, a "Woman Selling Fish," painted in the manner of Hals, in the Glitza Collection at Hamburg—and while it would be of great interest to have the verdict on this point by those who have made the Dutch seventeenth century portrait painters a subject of special study, I wish by no means to rule out the possibility that we have here a work by Terburg which, apart from its engaging qualities *per se*, has the additional interest of showing its author in the most unusual capacity of painter on a life-size scale.



SIXTEENTH CENTURY PORTRAIT OF A LADY TRADITIONALLY SUPPOSED TO BE KATHARINE PARR. ATTRIBUTED TO HOLBEIN.

Messrs. SOTHEBY, WILKINSON & HODGE

(ESTABLISHED 1744)



Sale June 23rd.—The Betley Window; an Elizabethan Stained Glass Window, with figures of Morris Dancers.

34/35, New Bond Street, W. 1.

SALES by AUCTION THIS MONTH

so far as at present arranged

(further details will be announced weekly.)

Each Sale commencing at one o'clock precisely :—

June 12th-13th. — Persian and Indian Miniatures, Illuminated Manuscripts and Works of Art.

Illustrated Catalogues (3 plates), price 1/-.

June 12th-13th.—Engravings and Modern Etchings, the Property of G. W. BROOKE, ESQ., of Geneva.



Sale June 23rd.—A Chasuble with Orphrey of "Opus Anglicanum."

June 14th.—Oil Paintings, including Portraits by Sir Henry Raeburn, R.A., and J. Zoffany, R.A., the Property of the late R. A. OSWALD, ESQ., J.P., of Auchincruive, Ayrshire; sketches for Tapestry by P. P. Rubens, the Property of the RT. HON. LORD VERNON, etc.

Illustrated Catalogues (7 plates), price 2/6.

June 15th-16th.—Japanese Prints and Works of Art, including the Property of ALFRED MACPHERSON DUNN, ESQ., and of MRS. ERNEST HART.

June 16th.—Furniture, Oriental Carpets, etc.

June 19th-21st.—Valuable Printed Books, Illuminated Manuscripts, and Autograph Letters, including important Wycliffite Manuscripts, the Property of the BARONESS LUCAS of CRUDWELL and DINGWALL.

June 22nd.—Drawings in Pastel, Chalk and Water Colours; also **Oil Paintings** chiefly by English Artists of the XVIII Century, the Property of the late MAJOR SIR EDWARD F. COATES, BT., M.P., sold by order of his Executors.

Illustrated Catalogues (3 coloured plates), price 2/-.

June 23rd.—Works of Art, comprising remarkable English Mediæval Vestments ("opus anglicanum"), the Property of LORD O'HAGAN; **Tapestry and Furniture,** the Property of the RIGHT HON. LORD WHARTON and of the COUNTESS of LOUDOUN; a pair of very important Famille Rose Jars and Covers; an Elizabethan theatrical stained glass window; a Queen Anne State Bed; French Furniture, Sèvres Porcelain, a Toilet Service by César Bagard of Nancy, etc.

Illustrated Catalogues (8 plates, 1 in colours), price 5/-.



Sale June 22nd.—John Raphael Smith, Paste. Portrait of the Misses Mary and Charlotte Hart, 18 in. by 14 in.

June 26th-30th and July 3rd-6th. — The Renowned MacGregor Collection of Egyptian Antiquities, including some of the chief treasures shown at the Burlington Fine Arts Club, 1921.

Illustrated Catalogues (54 plates), price £1 1s.



Sale June 14th.—Sir H. Raeburn, R.A., Portrait of Charles James Fox.

Sales on View two days prior. *Catalogues may be had.*

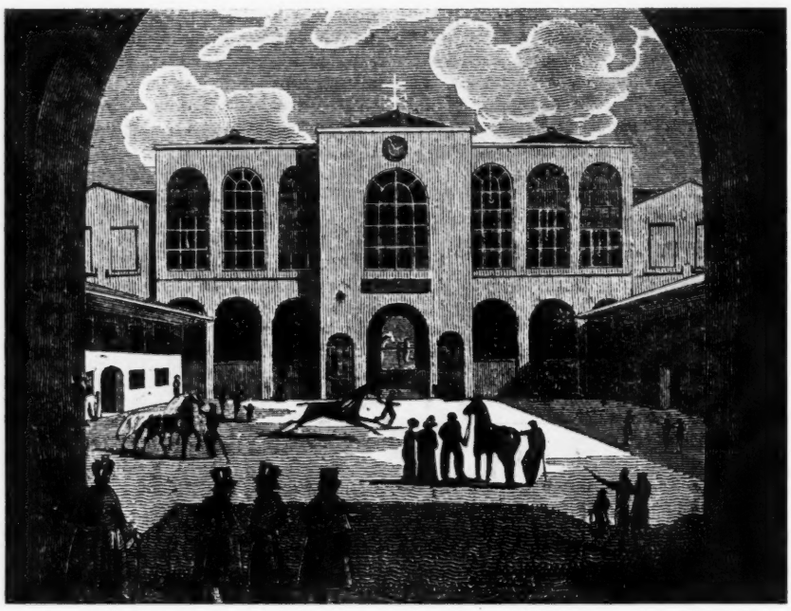
A Century of Romance in Business

FROM Captain Macheath and his adventures—as recorded in the immortal "Beggar's Opera"—to the establishment of a great business house in the West End of London may seem a far cry. Yet, strangely enough, there is an association between Mr. Gay's classic and the house of Druce & Co., Ltd., who are just starting the second century of continuous and progressive business in Baker Street.

Near the present site of Druce's once stood, in the reign of Queen Anne, a noted tavern with bowling greens and retreats for refreshment, much frequented by the "Quality" and persons of rank. This tavern afterwards grew into disrepute and is made by Mr. Gay the scene of Captain Macheath's debauches in the immortal "Beggar's Opera."

But that was two hundred years or more ago; just a hundred years before Druce opened his shop in Baker Street.

Even at the end of the eighteenth century Baker Street was a stretch of farm land. Other than Viscount Portman's farmhouse, which was the only building which stood beside the rivulet, Tyburn brook, there were scarcely any buildings apart from the few aristocratic buildings in Portman Square. North of the turnpike, now the site of the Marble Arch, and beyond what was then known as the Oxford Road, was open country.



A VIEW OF THE ENTRANCE—LIFE GUARDS' BARRACKS, ABOUT 1795.

In 1780 a plot of land was leased by Lord Portman to the Government. On the site which now lies between King Street and Dorset Street the Life Guards' barracks were erected. The erection of these barracks brought business further north, and beside the building, facing Baker Street, there soon sprang up a row of houses, the ground floors of which were later used for shops, the upper being used as living apartments.

In one of these little shops a Thomas Charles Druce started as an upholsterer in 1822. During the course of the past hundred years that little business has so progressed from an insignificant upholsterer's into a magnificent furniture store, that the present concern has found it necessary to lease almost the entire block which was solely occupied by the Life Guards' barracks.

The innumerable personalities, events and functions that have been associated with that particular part of London during the growth towards its present state of business activity make a story as romantic and as interesting as any story of modern commerce.

It is a remarkable fact that, despite what may be called the vicissitudes of time and change, this business has kept its course like some mighty river. Beginning unseen and without pomp or circumstance the firm of Druce & Co. has pushed its way onward, emerging with its second century of life into the fulness of one of London's proudest establishments.

From cattle show to society *rendezvous*; from barracks to ice-skating rink; from wax-work exhibition to dancing hall and art gallery—such is the gamut of occupations to which this collection of buildings has been put in the past hundred years of its history. Each has had its day and ceased to be—ceased to be, at least, as far as that specific location is concerned. Yes, each has come and gone except one. And that one began as a modest institution repairing the broken furniture of the "high folk" of the Regency, but has now absorbed all the other faded glories and holds the fort to itself.

You may wander through what seems to be an interminable series of galleries nowadays, and read in the splendid reproductions that abound there the romance of a business. Drawing rooms, where once foregathered the exclusive society of past days, now appeal, in their well-ordered displays, to the tastes that have developed with the history made by the firm of Druce and Co., Ltd.

Since its foundation this same site has been a great centre for exhibitions, wonders, and "notions."

Realising its attractiveness as a centre for exhibitions Madame Tussaud there opened her "remarkable and entirely new exhibition of life-like models" in March, 1835, in the section later known as the Portman Rooms, recently acquired by Druce & Co.

A contemporary report says that "the beautiful staircase leads to a saloon, richly adorned by a radiant combination of arabesques, artificial flowers and mirrored embellishments, from which the large room is at once entered. This is a gorgeous apartment—in fact, almost an exhibition in itself. Its walls are panelled with plate glass and richly decorated with draperies and burnished gilt ornaments in Louis Quinze style."

In the early days of its existence in Baker Street the exhibition was visited by the Duke of Wellington, whose custom it was to stand ponderingly before the effigy of Napoleon. The Duke's example was followed by the ladies of the court, though they apparently visited "the last apartment, bearing the not very pleasant sounding name of the Chamber of Horrors, the ladies specially liking to have their flesh made to creep."

During her tenancy and that of her sons Madame Tussaud had acquired or had built extensive additions to the "large room" which is supposed to have been the Guards' Mess Room at the time of the Cato Street Conspiracy in 1820. Certain it is that the Guards were piquetted there in those troublous days.

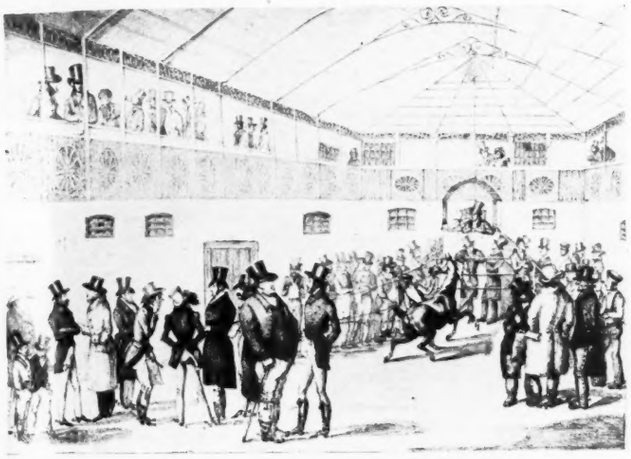
Before removing to its present site in Marylebone Road Tussaud's exhibition remained in the Portman Rooms until 1886.

ADVT.

The exhibition was approached through a small hall and by a wide staircase. In recent years that has served as the entrance to the Portman Rooms, by the acquirement of which the firm of Druce & Co. have completed their possession of the whole historic site.

Exactly what the firm will do with these latest acquirements will be made public in the near future.

It is probable that the present opening of a second century of business will see in those Rooms still further additions to the Druce display.



A VIEW OF THE HORSE BAZAAR, 1824.

Until about twenty-five years ago there existed on the ground floor of the main building, beneath the wax-work show, the Baker Street Bazaar. Here, within living memory, old ladies kept their stalls and sold all sorts of nicknacks and quaint commodities. But to go back to its more hustling days, we read that in the Baker Street Bazaar, formerly known as the Portman Bazaar, there was given in 1829 "a magnificent exhibition of musical and mechanical and automata, comprising nearly twenty different subjects."

Alas! those twenty "different subjects" are now replaced by twenty thousand different objects of art. And one is led to wonder what those bygone stall-holders would not have given to have been able to lounge amid the luxuriance that to-day abounds in their erstwhile mart!

Bazaar seems to have been a favourite word a century ago, for in another part of the buildings which had been erected for the army was another bazaar, at the back of the present store entrance. This was known as the Horse Bazaar—a gaunt hall 113ft. long, 47ft. wide, 44ft. high—and it became a most popular *rendezvous* for society, resembling to some extent the earliest days of the neighbourhood, when there flourished not far away the famous Mrs. Montagu's "Blue Stocking Club." It was *the* meeting place of *the* people, "intellectuals," artistic and social leaders.

This Bazaar was originally intended for the sale of horses, but, what with the social functions which used to be arranged there, and, possibly the influence of a growing furniture business adjacent, its purpose first changed towards the sale of harness, then of carriages, and then of household and domestic goods of a varied nature, until trade was conducted chiefly in the sale of "coffee and confections served comfortably at very moderate prices." In other words, a polite gossip factory.

The career of the other bazaar, with its "twenty different subjects," was given over about 1850 to the kind of universal market, already mentioned, whose career ended a quarter of a century ago, when it was added to the premises of the growing firm.

The scenes of those convivial and coffee inspired gatherings, the scenes, too, of those prosperous deals are still exhibitions, but of a vastly different, though not less interesting nature.

Most brief and unproductive of all the institutions occupying this site was that of the artificial ice-skating rink opened there in 1845. That was the one thing which did not catch on with the public. So the promotors thawed the ice and carried on for a little while, "holding art galleries" and "occasional dansants" on the premises.

Perhaps the most notable of all the occupants was the Royal Smithfield Club, which held its annual cattle show in the Horse Bazaar from 1839 to 1861.

The Prince Consort was a regular exhibitor, but His Royal Highness appeared to capture no prizes until 1844, when he was accompanied by Queen Victoria. That year the Prince carried off several prizes. The presence of the Queen gave the show a "fillup" and made the place more than ever the scene of notable society functions. It attained its brightest lustre, socially, in 1850, when Prince Albert again secured most of the prizes.

After forty-two years of uninterrupted association with the business which he founded—an association that was entirely intimate and personal—Mr. Thomas Charles Druce died in 1864. Such a statement of fact will no doubt recall the *cause celèbre* which, after a decade of litigations, ended as recently as 1909.

It will be remembered that a dispute arose as to certain claims put forward by some who asserted that Mr. T. C. Druce and the fifth Duke of Portland were one and the same person—the Duke having masqueraded all along as a business man. It was stated that the coffin that contained Mr. Druce's body, and was interred at Highgate, contained nothing but lead.

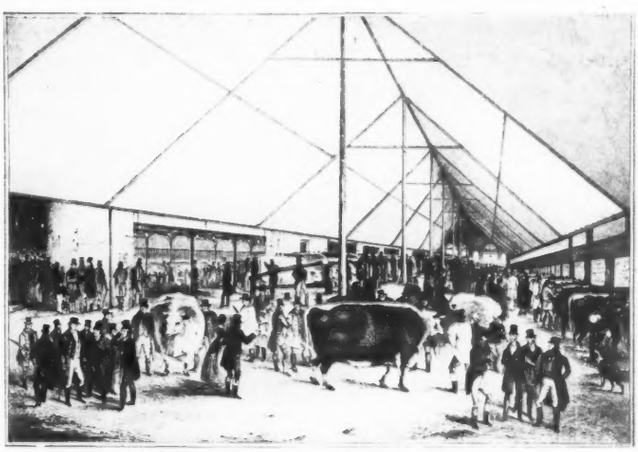
Because Mr. Herbert Druce, a son of the firm's founder, made an affidavit in 1898 that he saw his father buried in 1864, he was charged ultimately with perjury.

It was a sensational case that only ended and was settled in Mr. Herbert Druce's favour by the exhumation in 1908 of the coffin in which was found "an aged and bearded man."

But, on the original and extended sites the business of Druce & Co. still flourished.

Near to that original building ran the little brook called Tyburn on its course from Shepherds' Well from Hampstead to Chelsea, where it emptied itself in the Thames. The precinct was called "St. Mary at the bourn," on account of the church that once stood on the banks of the stream. The name has since been corrupted to St. Mary le bone of Maribone.

Where the brook turned south-east was once a pond filled in to make a site for the cavalry stables. The pond and the brook are gone. At the turning of the brook, too, was that little upholsterer's shop. It stood among the rising and waning liveliness of the Georgian and the steady plodding developments of the Victorian eras. Gradually its influence as a business increased in power from modesty to efficiency. As the little business grew, the origin of it, like the brook, disappeared. It changed its course;



A VIEW OF THE SMITHFIELD CLUB'S CATTLE EXHIBITION, 1839.

it lost its original semblance. During its progress it has enveloped other existences, both commercially and architecturally, until to-day, at the end of one hundred years, it occupies the scene of so much dead romance and forgotten activity as one of the soundest and largest businesses of its kind.

The character of the site is, nevertheless, maintained; for the business of Druce & Co. is still a faithful mirror of the times from long before 1822 to the present day.

ADVT.

INTAGLIOS



1.—VICTORY HOLDING A FLOWER
Rock crystal, height ·6in.



2.—FIVE HEROES IN COUNCIL.
Carnelian, length ·7in.



3.—THESEUS IN HADES.
Sard, height ·7in.

THE qualities of exquisite beauty of material and refined delicacy of workmanship, combined with their imperishable nature and portability, have ever recommended engraved gems to the pursuit of collectors and amateurs of art. Pompey the Great dedicated in the Capitol the collection of King Mithridates as one of the most precious treasures from the spoils of his Oriental campaigns. Julius Cæsar deposited six cabinets of gems in the temple of Venus Genetrix. During the Dark Ages monarchs not infrequently used antique gems for their Royal signets; Charlemagne sealed his edicts with a head of Marcus Aurelius. Many a mediæval bishop's crozier or saint's reliquary still remains studded with gems pillaged from Roman tombs or hoarded up from some old collection. It is generally believed that many of the finest antique gems in existence to-day have never been lost or buried, but have been handed down from hand to hand from the time they were made. With the Renaissance and the revival of interest in classical art, the love of antique gems developed into a passion; and the demand stimulated a spirited production of contemporary work which, while based on antique models, preserves a marked individuality. The second period of post-classical gem engraving, the eighteenth and early nineteenth centuries, is the age in which were formed the great English collections, as the Devonshire and Marlborough; it is characterised by a more slavish imitation of the antique which, in the end, became indistinguishable from downright forgery; and the exposure in 1850 of the notorious Poniatowski frauds brought the habit of gem collecting into disrepute. Since then, interest in gems has been largely confined to those possessed of the expert knowledge required to distinguish the genuine antique from the imitation, and modern collections, such as the Story-Maskelyne, dispersed last year, are more remarkable for quality than for number. But of recent years it has begun to be recognised that a gem need not be devoid of claim to beauty if it boasts no higher antiquity than the days of the four Georges, and that the gem engravers of that much-maligned period, if they were only imitators of the antique, yet came very near to the excellence of their models. The eighteenth century cameo has recently enjoyed a wave of popularity in which the intaglio as yet has had no share; but it will surely not always remain without honour, for it possesses a greater variety of type, a more delicate beauty and a wider range of human interest than the cameo can show.

The cameo, a relief in miniature, is a work of pure decoration and is not found before the days of Alexander the Great. But the intaglio, a device sunk into the surface so that when it is pressed upon wax or clay it leaves a raised impression, goes back to the dawn of civilisation. In Egypt the scarab, a seal cut in the form of the sacred beetle, is contemporary with the Pyramids. Babylonia preferred the cylinder which gave an impression by rolling instead of pressing. Greece of the Bronze Age affected rounded or bean-shaped seal-stones, the designs on which are mainly combinations of animal forms. Not a few of these are masterpieces of vigour and technical excellence, but in general the work is sketchy and the effect bizarre. It is not until the seventh century B.C. that the history of classical gem engraving may properly be said to begin, when in Greece and Etruria local artists began to imitate imported Egyptian and Phœnician scarabs. Their early productions show the lack of anatomical knowledge and faulty drawing characteristic of the sculpture of the age, but they possess the quaint charm of the archaic, coupled with fresh vigour, a delicate care of detail and an admirable sense of proportion. The sixth century Etruscan gem (Fig. 2), showing a scene from the legend of the war against Thebes, illustrates these qualities; it would hardly be possible to crowd more vivacity and variety into a field little more than half an inch in width. In the words of Winckelmann, this little masterpiece "holds the same place amongst gems as Homer does amongst poets." Etruscan also is Fig. 3, Theseus seated eternally on the iron chair at the gate of Hades; observe the careful indication of the ribs and of the fleecy texture of the cloak, the touch of pathos in the attitude and the skill with which the bent body is adapted to fill the field. With this may be contrasted Fig 1, a contemporary Greek gem, which shows equal delicacy of detail, with a greater concentration on the main figure, obtained by suppression of all accessories and of the heavy Etruscan border, and the abandonment of the attempt to express individual sentiment.



4.—GIRL PLAYING LYRE.
Rock crystal, height 1·3ins.



5.—LION SEIZING DEER.
Rock crystal, length ·8in.



6.—GIRL AT A FOUNTAIN.
Sard, height ·8in.

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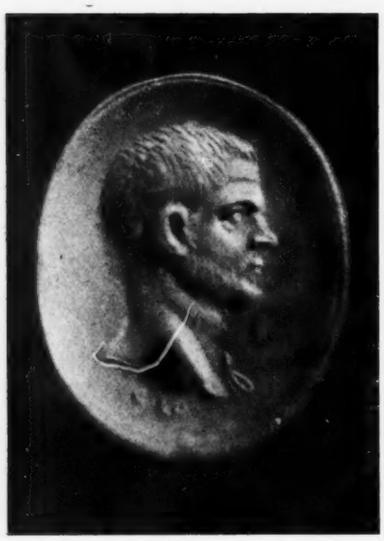
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The conservative Etruscans long kept to the scarab, but in Greece the labour of carving the back of the beetle soon became disliked, and in the fifth century B.C., the scarab was superseded by the scaraboid, a flat disc of scarab outline. Other shapes now appear as the gem-cutters realised that their art possessed decorative possibilities beyond the limits of devices for signets. The fifth century is the period of a development in art from primitive awkwardness to maturity and gems follow the general development. Greek intaglios of this age are very rare, but have never been surpassed for a largeness and simplicity of style which recall the best efforts of contemporary sculpture. The group of the lion and stag (Fig. 5), shows an early stage in the development; there is still archaic stiffness in the pose of the lion and the formal treatment of the mane, but for vigour and intensity the gem cannot be surpassed. This same design recurs on Italian coins and it is clear that the gem-engravers were also largely responsible for the incomparable coin dies of the age. Later in date, after the middle of the century, comes the famous



7.—MARCUS JUNIUS BRUTUS.
Amethyst, height ·7in.



8.—HELIOS.
Sard, height ·7in.



9.—JULIUS CÆSAR.
Sard, height ·7in.



10.—MEDUSA.
Chalcedony, height ·75in.



11.—HERCULES WRESTLING WITH ANTÆUS.
Rock crystal, height 1·5ins.



12.—MEDUSA.
Sard, height ·85in.

Cockerell intaglio (Fig. 4), which has been recently acquired for the National Collection. Here archaism has almost vanished and the quiet breadth and unaffected naturalism of the gem remind us of the Parthenon frieze. The girl drawing water (Fig. 6), belongs to the end of the century and with its restraint and sober grace marks the attainment of a perfect art.

From 400 B.C. the gem-cutter shows complete mastery of his craft; and if later Greek intaglios lack somewhat of the breadth and directness of fifth century stones, they possess other qualities which render them equally worthy of admiration. For dramatic force and feeling for atmosphere no gem can surpass the bust of the Sun-God (Fig. 8), with its deep contrasts of light and shade. With the influence of Rome gradually supplants that of Greece, a harder, more mechanical style appears, with something of the old Etruscan love of realism. The head of Brutus (Fig. 7) is a dry piece of individualism, typical of republican Rome. In the early years of the empire, under the enlightened patronage of Augustus, a great impulse was given to the art, the most famous name in the revival being that of the artist Dioscourides, who engraved the Emperor's signet ring and whose signature appears on the brilliant bust of Cæsar (Fig. 9).

Before quitting the subject of classical intaglios, a word of warning should be given on the subject of artists' signatures. A number of ancient gem-engravers are known from literary references, as Dioscourides, or Pyrgoteles, who was similarly patronised by Alexander; other names are found on stones with a pedigree which places them above suspicion; but the number of extant intaglios bearing what purport to be signatures of Greek and Roman artists runs into thousands, and it is, unfortunately, only too certain that the vast majority of them are of eighteenth or early nineteenth century date. The engravers of this age unblushingly fathered their own offspring upon craftsmen whose names they found recorded in Pliny and did not scruple to add inscriptions to genuine antique stones with the idea of enhancing their market value. An enormous collection of forgeries of this class was made and successfully passed off as antique by Prince Poniatowski nearly a hundred years ago, and the subsequent discovery of the deception gave the death-blow to the old dilettante habit of gem collecting. In the ensuing reaction, only five artists' signatures were accepted as authentic. Criticism has now somewhat abandoned this attitude of extreme scepticism but the number of signatures at present considered genuine is still well under a hundred, and it remains a fact that the presence of the signature of a Greek or Roman artist on a stone should always be considered a cause for suspicion.

After the first century of the Christian era, the art of gem engraving declines. Intaglios of the later Empire are common, but the designs are commonplace and the technique poor. Most popular were the Abraxas gems, with talismanic devices intended to secure fortune to the owner, but though curious symbolically,

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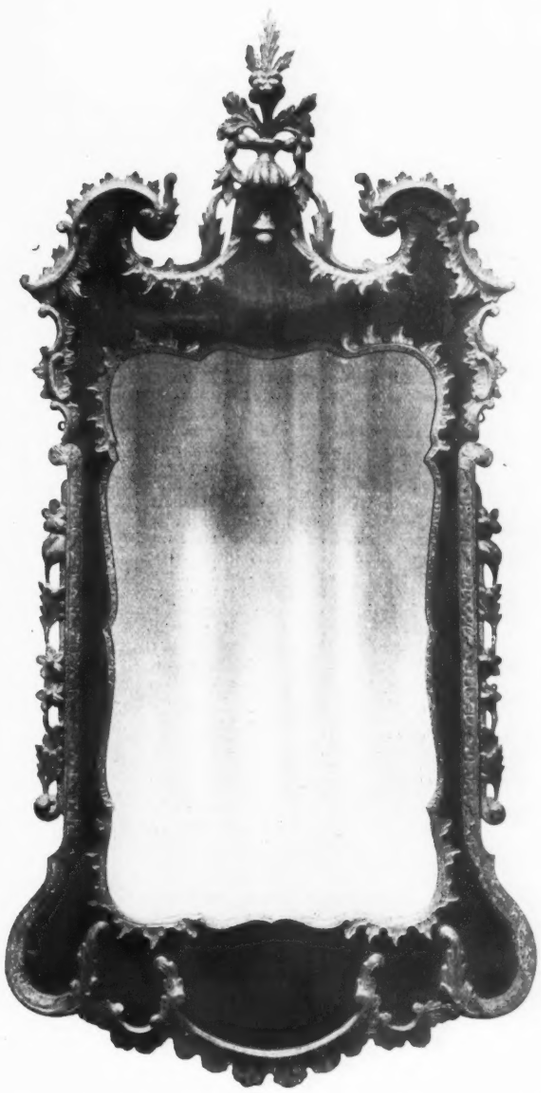
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they have no artistic value. Intaglio cutting was but feebly practised during the middle ages, though it never died out at the court of Byzantium, and in the west a school of engravers came into existence under Charlemagne. But it is to the patrons of the new learning in the late fifteenth century, to Lorenzo de Medici, and the Venetian Pope Paul II, that the first great revival of the art is due, and under such patronage intaglios were extensively produced for two or three generations. These gems are based on antique models; but the artist of the Renaissance is never content to be a copyist, and treats his classical subjects with a vivacity and spirit which give them a note of real originality. A Cinque-cento intaglio shows a pictorial grouping of figures, a fondness for violent movement and emphasis which readily differentiate it from a classical gem (Fig. 11).

The later sixteenth and seventeenth centuries appear to have preferred the cameo; but in the early eighteenth century the intaglio regained favour and held its own for a hundred and fifty years. These later engravers—the Pichlers, Natter, Marchant and many another—have been hardly treated by the critics. True, they must be found guilty of the crimes laid at their door; they recut ancient stones; they passed off their own productions as antiques; they had small pretence to originality and pilfered shamelessly from any classical material that lay to hand. Yet surely there is more of praise than blame in the oft-quoted admission that gem-cutting is the one art in which the technique of the ancients has been equalled by the moderns and that there is no harder problem than that of discriminating between the work of these men and the products of antiquity. It may be suspected that the exasperation caused by the success with which they counterfeited the classical style is largely responsible for the neglect into which intaglios of this age have fallen; but surely artistic merit cannot be denied to men whose work could rise to the standard of the two exquisite heads (Figs. 10 and 12), the one perhaps restless and exaggerated in detail, but a work of rare distinction; the other, save for a certain softness and indecision, might well belong to the older age.

No rules can be laid down by which the amateur may distinguish between intaglios of ancient date and their imitations by the modern school. The only guide, and this is often fallible, is experience gained by handling actual stones; reproductions and illustrations are apt to mislead. But a presumption of modernity exists in the case of any stone which is larger than can be conveniently fitted into a signet ring; which shows a wide border unoccupied around the device; or where the design consists of a complicated group of figures or includes an attempt at perspective. Generally speaking, it should be borne in mind that numerical odds are greatly in favour of a gem being modern; and no great reliance can ever be placed on appearance and condition of surface, for it has long been known that by forcing a gem down the throat of a turkey, the work of the forger can obtain the scratchings and patination of hoary antiquity as the result of trituration in the gizzard of the unfortunate bird. F. N. PRYCE.

With the exception of Fig. 2, which is in Berlin, all the Intaglios illustrated are in the British Museum.

THE NEWALL COLLECTION AND OTHERS

SHERATON FURNITURE. THE THRONE OF AN EMPEROR.

A MOST important sale, that of the well known collection of bronzes, sculpture, furniture, old silver and Greek coins formed by the late Mr. William Newall, of Redheath, Croxley Green, Herts, will take place at Messrs. Christie's on June 27th and two following days. On the first day will be exposed the fine Majolica and faience, including a Caffagiolo tazza shaped as a shallow dish, decorated with a tablet inscribed with "Julia," dolphins' heads, monsters and ornament; a Faenza dish with Cupids bound and blindfolded, military trophies, cornucopia, dolphins and other details; a Gubbio tazza, by Maestro Georgio, with armorials in a wreath, monsters, birds and flowers; and a pair of Caffagiolo ewers of oviform shape with plain strap handles and dragon head spouts. Then follow many fine bronzes, such as the door knocker by Andrea Riccio of Padua, designed as a terminal figure of a satyr with acanthus body holding the striker (an ox's head) before him; a panther in very spirited and realistic rendering; an equestrian statuette, probably intended for Philip IV of Spain, in armour and holding a baton; but most wonderful of all is the figure of Eros walking with outstretched arms. This masterpiece by the great Donatello is one of the best known bronzes in the world and has been dwelt upon with enthusiasm by such authorities as Dr. Bode of the Berlin Museum. It is perhaps the finest expression of the beautiful in bronze in existence, and it is a lasting tribute to the memory of the late Mr. Newall that it remains in this country. Had he not refused an offer of £15,000 for it, this glorious work of art would have found a home in Germany. Let us hope that when this sale comes his patriotic sacrifice will not have been made in vain!

Of great importance are the groups of Samson and the lion, and Hercules and Antæus in customary attitude, both fine Florentine work of the fifteenth and sixteenth centuries; a pair of gilt pricket candlesticks of great ornamental richness; a fountain designed as a circular bowl; and a fine inkstand and cover, dated 1556 and probably Venetian. In the furniture section are an Italian walnut cassone, carved in high relief with cherubs supporting a coat of arms, amorini, gryphons, sphinxes and arabesques with winged caryatid supporters at the corners, and fine French renaissance cabinets with Italian and other chairs. The second day's sale begins with objects of vertu and bijouterie with some exquisite miniatures and metalwork. Here is the famous "Buffe," or visor, used with an open helmet belonging to the "Cobbert" casque now in the Metropolitan Museum, New York, and the only part missing there. The bidding for this piece cannot fail to be interesting. It is decorated with extraordinary richness in ornament, is gilt and is work of the Louvre school about 1570. There follow woodwork, objects of art and sculpture, including a mask of a woman by Francesco Laurana of the late fifteenth century, with added drapery of bronze gilt by Onslow Ford. On the third day comes the old silver, among which is a fine William and Mary porringer and cover of nearly cylindrical bowl and scroll handle surmounted by cherubs' heads, of 1689; and three Charles II castors of cylindrical shape, the tops pierced with rosettes, by Anthony Nelme, 1686; the Greek coins, the medals and plaquettes.

Next week Messrs. Christie will disperse the famous library of art reference books, the property of the late Mr. Algernon Graves, on June 8th and 9th; also on the 8th a collection of furniture and objects of art from different properties, and on the 9th an additional sale of modern pictures and drawings by order of the executors of the late Lady Riddell.

Persian and Indian miniatures, illuminated manuscripts and works of art from various sources will come under the hammer at Messrs. Sotheby's on June 12th and 13th. There are fine examples of the art of Risa Abbas and his school, a wonderful miniature by Muhammad Qasim of Tabriz depicting a cupbearer with a vase of wine and offering a cup in a garden with trees; while many artists will be charmed with the great work of Nanha portraying a lion mauling a prostrate hunter, painted in colours on silk—a study of extraordinary power. There is a fine series of miniatures of the sixteenth century leaves from the Shahnamah illustrative of the story of Rustam, while an exquisite full-page miniature of the Timurid school has for subject King Anushirwan the Just on his throne, giving a reception and feast in his palace. Interesting are the early Arabic manuscripts of prayers, one for the fact that it is dated 1212 A.D. and is the work of one of the two early female calligraphists known; the other, dated 1283, because it bears the seal of Othman III and came from the library at Constantinople. As to books, there is a rare Shahnamah of Firdansi of the fourteenth century, while another of the sixteenth has a miniature showing the first attempt at aerial navigation by Kai Ka'us. Of great interest is the Rag-Mala, or pictorial representations of musical expressions, by Pahari artists. In the sale are lacquer-work, ceramics and textiles. On the same days Messrs. Sotheby will sell engravings and modern etchings, the property of Mr. G. W. Brooke, of Geneva, consisting of views and fancy subjects in the portfolio and French line portraits, including that of Prince James Francis Stuart, by Drevet after Largillière, in proof before letters, and Guillaume de Brisacier, by A. Masson after Mignard. By Nanteuil are the portraits of Anne of Austria, second state, François de Chenevoux, and Turenne after Champagne, with many others. "La jeune jardinière" (Mme. Favart) and a pair, "Venus and Cupid" and the "Toilette of Venus," are among the red and black prints by Demarteau after Boucher. "Le Villageois content" and "Les soins maternels," a pair in colours, are by Freudenberg. The second day's sale opens with impressions by old masters, in portfolios and single prints by Dürer, including "The Prodigal Son," "Effects of Jealousy" and the "Melancholia," and several Rembrandts, such as "Strolling Musicians," first state, with "The Nativity," by Schongauer, and "Christ Descending into Hell," by Marc Raimondi. Of modern etchings we notice the "Porcher surveillant son troupeau," by Charles Jacque, a dry-point on vellum with inscription; "Glasgow Harbour," by D. Y. Cameron; several prints by Sir F. Seymour Hayden, such as "Twickenham Church," signed, and aquatints in colour by E. Duphin, N. Chabanian, A. Lambert and others.

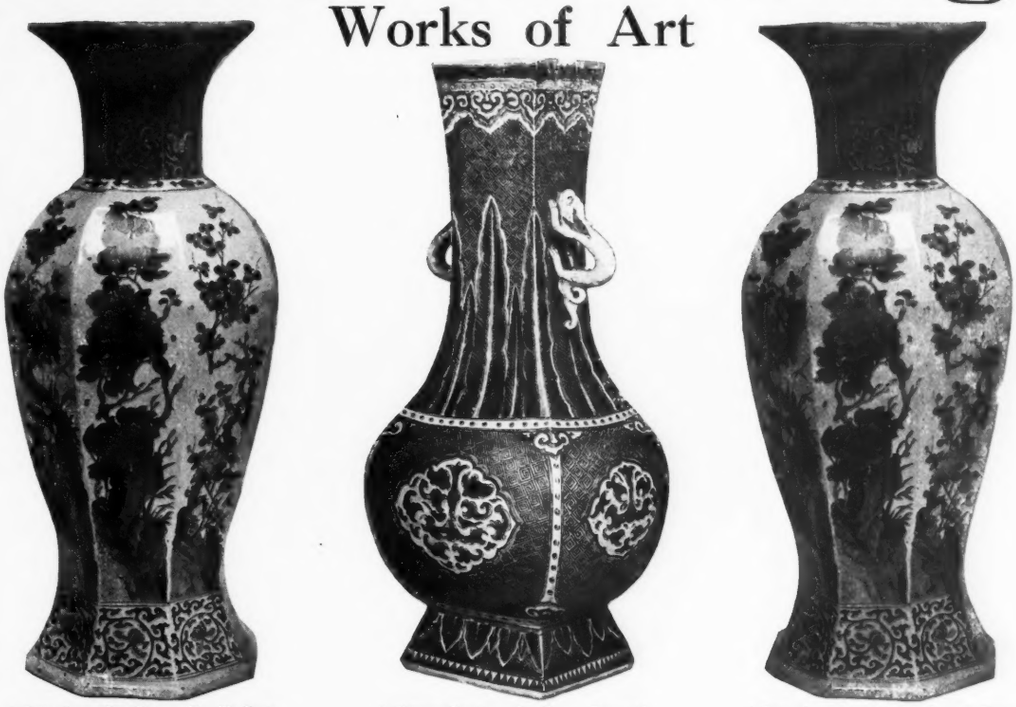


BRONZE STATUETTE OF EROS.
By Donatello, from the Collection of the late Mr. William Newall. Height 6¼ins.

In furniture, as well as in buildings, the primary essentials are good proportion and suitability to the purpose for which it was designed. Its component parts should be neither too large nor too small in relation to the whole or to each other. Good decoration is very important, but secondary, for it is remarkable how beautiful and full of interest a well proportioned piece of furniture may be without, or with very little, ornament. Some of the eighteenth century bookcases are instances of this which

Frank Partridge

Works of Art



A Pair of very fine Chinese Famille Verte Octagonal Vases. Kang Hsi. 19 inches high.

A Chinese Quadrangular Vase. Emerald green ground. Ming. 16 inches high

A Pair of very fine Chinese Famille Verte Octagonal Vases. Kang Hsi. 19 inches high.

LONDON—26, King St., St. James's Sq., S.W. *'Phone: Gerrard, 7557 Telegrams: Frapartri, Piccy, London.* **NEW YORK—6, West 56th St.**

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announce the following Sales by Auction at their Galleries, as above, each Sale commencing at one o'clock precisely :—

June 14th.	Old English Furniture and Porcelain, removed from Queen's Gate, S.W., and from other sources.
June 15th.	Old Pictures, the Property of a Gentleman, and removed from West Farleigh Hall, Kent, and from other sources.
June 21st.	English Furniture of the Jacobean, William and Mary, Queen Anne and Chippendale periods, removed from Ovington Gardens, S.W.
June 22nd.	Modern Pictures and Drawings, the property of a Gentleman, and from other sources.
June 28th.	Old English and French Furniture, Statuary, Bronzes, Bracket Clocks, and Persian Rugs.
June 29th.	Old Pictures from various sources.
June 30th.	Old English Silver Plate, the property of a Lady, and from various sources.

During June, the contents of Byram, Ferrybridge, Yorkshire. By direction of **Sir John Ramsden, Bart.**

During July, the contents of Temple Newsam, Leeds, Yorkshire. By direction of **Major the Rt. Hon. Edward Wood.**

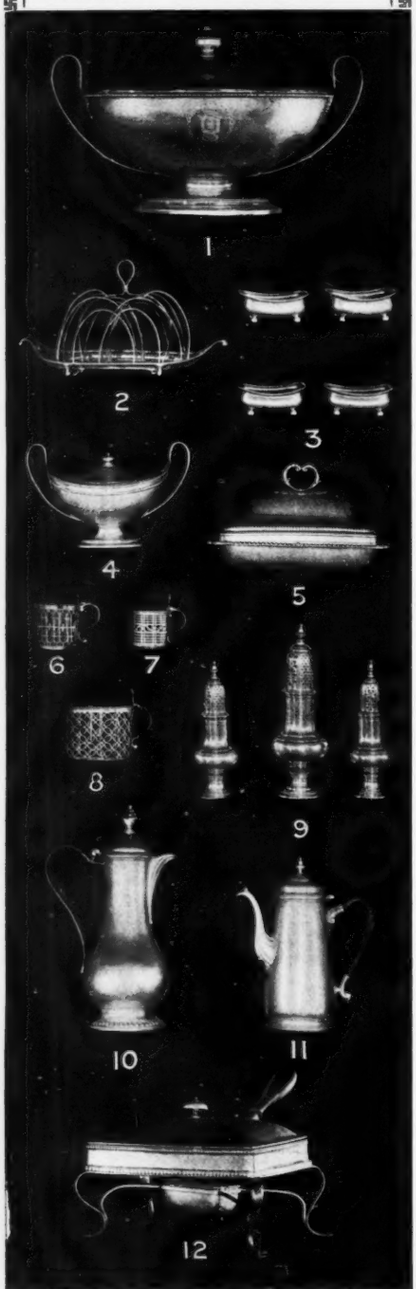
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CHOICE SPECIMENS OF

OLD ENGLISH SILVER

(At TO-DAY'S Prices).

1.	One of Pair Soup Tureens ..	date 1784 ..	£95	pr.
2.	Five Bar Toastrack	,, 1784 ..	£11	
3.	Four Salt Cellars	,, 1808 ..	£17	10
4.	One of Four Sauce Tureens ..	,, 1784 ..	£98	
5.	One of Pr. Entrée Dishes & Covers	,, 1810 ..	£72	pr.
6.	Pierced Mustard Pot and blue liner	,, 1771 ..	£14	
7.	Smaller ditto	,, 1777 ..	£12	10
8.	Very large specimen ditto ..	,, 1766 ..	£46	
9.	Set of Three Scotch Castors, Edinburgh	1751 ..	£38	
10.	Plain Hot Water Jug ..	date 1773 ..	£37	10
11.	Plain Coffee Pot ..	,, 1741 ..	£30	
12.	Scotch Cheese Dish, Stand and Lamp	Edinburgh 1813 ..	£55	

is well evinced in a magnificent cabinet-bookcase in the collection of Messrs. Gill and Reigate, of Oxford Street, W. It is of beautiful light-toned mahogany suggestive of Sheraton. The lower part, a range of cupboards in break-front, contains four doors, having panels decorated with satinwood inlaid lines, forming oval upright panels, with segments of circles in sycamore outlined in satinwood filling the angles. On the hinge-frames of these doors and on the upright frames of the side doors are narrow Ionic pilasters, the capitals carved with exquisite delicacy and consummate skill, while the shafts are fluted: simplicity, but perfection. The upper portion is set back, just enough. It has a break-front of four doors, which are glazed in panels of geometrical design in inlaid framing of very graceful form. The decoration of the lower part is continued here, while the frieze above contains beautifully carved cones and foliage above the larger doors, and inlaid panels of light coloured woods at the corners. Above all is a beautiful cornice, containing an inlaid fascia in light wood. The size of this remarkable piece is 8ft. 6ins. in height, 6ft. wide and greatest depth 2ft. 1in.

To the right of the bookcase is a very fine Sheraton table of serpentine front and delicate cabriole legs, ending in metal mounts suggestive of French influence. It is a masterpiece in graceful design and in glorious colour. The top is inlaid with an extremely graceful bouquet of roses, pinks, tulips and other flowers inlaid on satinwood and framed in an oval border of circles containing floral and geometrical forms on a dark ground, the whole inlaid with king, rose, tulip and other woods. In the front is an oval medallion containing a classic vase enwreathed by strings of green leaves festooned over pateræ, while on the sides are floral forms from which proceed similar festooned strings. Its dimensions are: Height, 2ft. 10ins.; width, 4ft. 9ins.; depth, 2ft. 4ins. By the opposite wall are two semi-oval side-tables, the top inlaid with fan ornament, radiating primrose leaves and strings of husks. In the front is set a framed tablet, flutes and pateræ; the legs are square and tapering, carved with anthemion and husks on a sunk ground, with blocks near the ground, and below these conventional foliage is carved, the whole being gilt. In the same room are four fine Hepplewhite chairs in mahogany, the back of wheel pattern with floral centre, the seat-rail moulded and waved, the legs turned and partly fluted.

An almost personal touch with the great Emperor of China, the famous Kien-Lung who reigned from 1736 to 1795 and whose name is associated with the cultivation of art in general and the exquisite *famille verte* porcelain in particular, is afforded in the wonderful exhibition of red lacquer in the galleries of Messrs. Spink and Son, King Street, St. James's. This is owing to the fact that the most important and impressive object in the collection is his throne, executed in red lacquer of a glorious colour. Of regal proportions, there is something in its general shape suggestive of archaic art. Its surface is covered by an infinitude of ornamental forms, but the grandeur of its mass is not disturbed. On the front are panels with horsemen and others in landscapes, set in a background of great dragons and bats among cloud-forms with large scrolls covered with ornament. The colour is of splendour, the prevailing red is enhanced by a ground of green and buff without destroying its breadth of effect. This extends to the curious legs which so much resemble the curled-up trunk of an elephant—an inspiration, perhaps, from India. On the seat lies the ancient imperial cushion of gorgeous colours in gold and silk brocade. The back is carved with a skill as superb as the front, while its ornament is more of the nature of foliage of intricate and beautiful design. The throne was originally in the Emperor's palace at Nan-Haidze, near Pekin, from which it was looted at the time of the Boxer Rising and passed by purchase into the possession of the Russian Ambassador at Pekin. By him it was sold to Messrs. Spink and Son. It is interesting to know that a companion throne belonging to the Chinese Republic remains in the Museum of the Forbidden City. If it is of the same



THE THRONE OF THE EMPEROR KIEN-LUNG (1736-1795).

Height, 3ft. 11ins.; width, 4ft. 1½ins.; depth, 3ft.

proportions as Messrs. Spinks' these two may be regarded as the largest works in eighteenth century red lacquer in the world, measuring 3ft. 11ins. high, 4ft. 1½ins. wide and 3ft. in depth. Historic, too, is the set of ten chairs and two tables in red lacquer and gold decoration which came from the same palace as the throne.

The smaller objects are both numerous and important. One of the earliest is a circular Ming box with a design of flying birds on a background of branches of foliage and flowers in reddish-brown on a base of dark green which was taken from the Summer Palace in 1860. There are vases of all shapes used in the eighteenth century; one bottle-shaped pair decorated with intricate foliage on the neck, while the body contains four panels of figures and landscape and the lip and base key pattern are especially fine; and notable is a curious pair of tazza of boldly carved ornamentation. There are many boxes of unusual shape and charming design, including a very quaint jewel casket on wheels, of the Kien-Lung period. One box and cover is inlaid with green jade plaques, while one of the most important cabinets is of red lacquer of splendid hue, and the panels of its doors are inlaid with jade, lapis-lazuli and other hard stones. Some fifty objects are illustrated and briefly described in a charming brochure issued by Messrs. Spink, which may be had on application. D. VAN DE GOOTE.



A MAHOGANY CABINET-BOOKCASE, INLAID WITH SATINWOOD.

Height, 8ft. 6ins.; width, 6ft.; greatest depth, 2ft. 1in.

THE INFLUENCE OF ROBERT ADAM ON CHIPPENDALE

VESTMENTS OF "OPUS ANGLICANUM." OLD OAK.

IN the decade succeeding the publication of the last edition of the "Director" the influence of Robert Adam becomes increasingly apparent in the more important furniture produced by Chippendale's firm. The extent of Chippendale's indebtedness is, however, frequently exaggerated through a tendency to concentrate the attention upon his more fanciful and eccentric productions, while disregarding the many occasions on which he had attained to a dignified simplicity without the intervention of the fashionable architect. In the first edition of the "Director" published in 1754, four years before Adam's arrival in London, many plates are given of library tables which conform very closely in sobriety of design and reticence of ornament to examples generally credited to his inspiration; indeed, it may be said that during the period of his ascendancy the introduction of classical detail was the only important modification in the design of such pieces, the structure remaining essentially unchanged. Although the library table in the possession of Mr. Frank Partridge, of King Street, St. James's, lacks the sculpturesque magnificence of the Nostell Priory example designed by Adam and executed by Chippendale in 1767, its studied proportions and a judicious selection of finely contrasting woods combine to make it an extremely desirable piece of furniture. For the decoration of Nostell, Adam was primarily responsible, and Chippendale is known to have worked under his orders; but the table illustrated, which will have been made by Chippendale some few years later, is more truly representative of the simpler and less costly type produced by him and by other contemporary cabinet-makers in considerable numbers for the well appointed libraries of the second half of the eighteenth century. These tables formed an important part of the furniture of the room, and the fact that they are found carved on all four sides shows that they were designed to stand away from the wall. Here the frieze that surmounts the top is a Greek key pattern with a very unusual and effective floral enrichment; the key motive is repeated on the pedestals where it is used to frame, within a beaded border, eight panels veneered with a lighter and finely figured mahogany, the contrast in colour being somewhat exaggerated in the illustration. At the front and back these panels form doors which open to disclose the usual number of small drawers fitted with locks and lion mask handles, but on the exterior no key plates or handles are introduced. The lining of the drawers is of oak, which was occasionally used by way of foundation even on the finer furniture of the age, while the mahogany employed in its construction is light in colour, having only been waxed, and is of the Honduras variety, which by this date was being largely imported to supplement the rapidly diminishing stocks of the darker and closer grained Cuban wood.



A REPRESENTATIVE CHIPPENDALE LIBRARY TABLE.

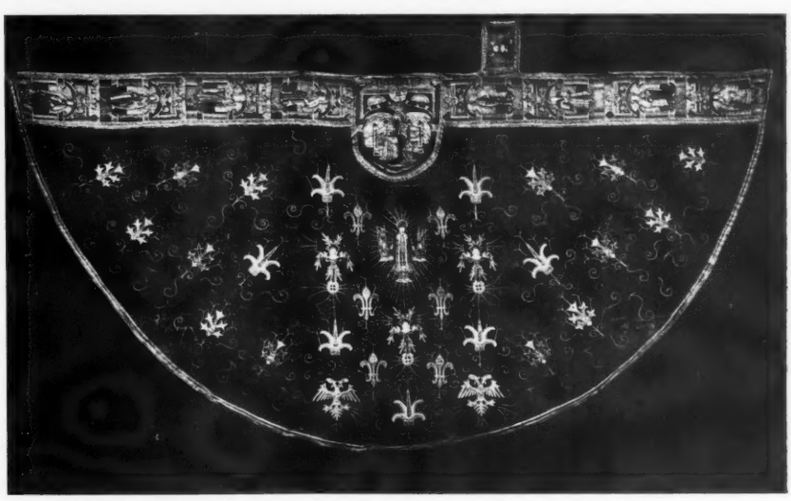
In one field of art mediæval England was supreme—embroidery. The stole and maniple of the early tenth century in Durham Cathedral, the Ascoli-Piceno, Darocca, Toledo and other thirteenth century copes and vestments are infinitely finer than Continental works of their period. Visits of the English clergy to Rome or the continent on occasions of pomp and ceremony called forth encomiums on their fine embroidered vestments, and the phrase "Opus Anglicanum" seems to have been a hall-mark of quality as well as of origin. At Messrs. Sotheby's, on June 23rd, there will come up a series of fifteenth century English vestments used in Whalley Abbey in old times, which tradition holds were brought to Towneley Hall at the Dissolution of the Monasteries and kept safely by Sir John Towneley (1473–1541), who remained firm to his old faith after the Reformation. They are the property of Lord O'Hagan.

First of all, there is the magnificent cope of brown figured velvet, decorated with embroidery in *appliqué*. The centre is devoted to the Ascension of the Virgin, with seraphim at her feet and sides in a rayed vesica. To right, left and foot are seraphim standing on wheels, one of the characteristic details of English work, fleurs-de-lys, double-headed eagles and two varieties of formal floral ecclesiastical ornaments partly in lines of gold and scrolls. On the hood sits St. Paul enthroned; the morse is worked with Our Lord holding an orb, the orphrey is richly embroidered with figures of prophets and apostles under canopies, the finial of the arch being a fleur-de-lys and all having green grounds. Of almost equal importance is a chasuble, *circa* 1400, of gold brocade woven with diagonal bands of flowers, having a very rich orphrey embroidered in silks, gold and silver on linen and applied. On the Cross are the Virgin and Child enthroned, with the Magi on her right and the Vision of the Shepherds on her left. Below are the Nativity, the Visitation and Mary and Joseph. Other incidents are the Flight into Egypt, the Rest in the Desert (where the palm tree bends down to enable the Holy Child to reach its fruit) and the Massacre of the Innocents, all under rich canopies. With the chasuble there is a dalmatic to match. There are also a fine altar frontal decorated with applied orphreys of the fifteenth century, showing the Crucifixion and figures of saints under canopies; a fourteenth century chasuble of red silk, also with the Crucifixion and saints; still another chasuble, an Italian seventeenth century cope, chalice covers, maniples and a stole.

Another "lot," less ancient, but of interest that touches one to the quick, is the Elizabethan quarried window from Betley Hall, Staffordshire, which has been much written about and illustrated. The subject is May-Day Games, the Morrice Dance and the Maypole as painted by an Elizabethan. We see here the Fool, a Morisco, a Spaniard, the Maypole inscribed "A Mery May," Tom the Piper, a Churl, the Hobby Horse (the earliest picture of it), a Nobleman, the lesser Fool, Maid Marian as Queen of the May, and Friar Tuck. Space forbids more than mention of the fine Chinese *famille rose* pair of vases and covers, the large octagonal jar and the armorial Chinese porcelain. On the 19th and two following days Messrs. Sotheby will sell illuminated manuscripts, books and autograph letters; and on June 22nd, framed drawings, including works in pastel and oil paintings, mostly of the eighteenth century English school, from the collection of the late Sir Edward Coates, Bart.

Old pictures and drawings, including Zuccaro's portrait of Sir Henry Lee of Ditchley, the portrait of Elizabeth Butler, Countess of Chesterfield, examples of Kneller and English and Continental artists, from various sources, will come under the hammer at Messrs. Christie's on June 19th. On the day following they will sell Early English engravings, prints and original etchings belonging to the late Mr. A. B. H. Goldschmidt, the late Mr. William Newall and others. On the 21st they will dispose of old silver, including a James I shell-shaped box, the lid like an escallop shell, with stamped, beaded and strapwork borders, supported on four shell feet, 1604; a dainty Charles I sweetmeat dish by William Maundy, 1634; a Queen Anne two-handled cup and cover, by Seth Lofthouse, 1711; and a George I Monteith, the sides engraved with inscriptions relating to "Staple Inn" and the date 1715, by Anthony Nelme, 1715, and weighing over 66 oz. On the same day occurs the sale of Old Worcester and other English porcelain, the property of Mr. Ralph E. Lambton, and described in these pages June 10th. After this sale, at 2.45 p.m., there will be put up decorative furniture from various sources, among which are a Sheraton semicircular satinwood sideboard, painted with fan ornament and borders of arabesque foliage; a William III day-bed in walnut, covered with crimson damask, with *appliqué* embroidery of foliage and a coat of arms; and a Charles II winged armchair covered with crimson cut velvet. On the 22nd, Messrs. Christie will sell objects of *vertu*; and on the 23rd, pictures by old masters, by order of the executors of the late Mr. Alfred Fletcher of Allerton, Liverpool, and from other sources. These are examples—a landscape with figures, by J. B. Weenix; portrait of a lady, by A. Hanneman; a saint, by Paul Veronese; and Raeburn's "Henry Mackenzie," the author of "The Man of Feeling."

The last week of June is devoted to the dispersal of the William Newall collection, at Messrs. Christie's, the objects of art from



COPE IN "OPUS ANGLICANUM," FIFTEENTH CENTURY

REALITIES It has been said that there is room on the Isle of Wight for the whole population of the world to stand. I wonder! Who does not recall the conundrum of our school-days. Why is the Isle of Wight a fraud? The answer being—Because she has needles you cannot thread, a Ryde you cannot take, Cowes you cannot milk, a Brooke you cannot ford, Freshwater you cannot drink, Newport you cannot bottle. My readers may remember other reasons. Cook's man at the Piccadilly branch of that famous firm looked aghast when I told him what I intended doing in a one-day "Hurcomb Motor Tour." I wanted the exact time the boat left Portsmouth for Ryde and the one from Yarmouth to Lymington on Saturday, May 27th. It was incomprehensible even to "Cook's" that such a tour should be even contemplated. Making an early start from Whetstone, I called at Calder House, picked up my art expert at Kingston, arrived at Esher for the first call. Being informed by the maid that her mistress was not yet down, we devoted ourselves to the *Times*. It was an encouraging start and worth the delay. The lady informed me that a diamond brooch I had sold for her at auction, and which realised £115 clear of commission, had previously been taken to a certain store and £32 only was offered, while another large firm suggested £50. A lady friend had recommended her to try "Hurcomb." Encouraged by the excellent result I had already secured for her, she gave into my keeping a clock, a watch, silver, embroideries, telling me to put them in my sale and sell them. Singularly enough I have before me a letter from Northamptonshire which runs: "Mrs. —— begs to enclose receipt for cheque received for £70 6s. She is extremely satisfied, having been offered £40 for same necklace by a West End jeweller." Next we proceeded to Ascot, where we valued furniture, pictures, etc., and charged the usual fee of 21s. The lady was quite satisfied, although we had to tell her that her treasures were geese and not swans. At Fleet, Hants, we had two similar calls, and at one secured the sale of the contents of a house on the premises by public auction. Then to Southsea, where 21s. was gladly paid to have settled the vexed question as to whether a beautiful coloured engraving was a genuine Moreland or not. The answer was in the negative. After a nice lunch we boarded the boat, sending the car round to Lymington. At Ryde we engaged a taxi, called on a lady at Sandown, valued her treasures for division, had a chat about past and present Vicars of Sandown, and one in particular of fifty years ago we both knew as children. 21s. was paid us for much useful information. On resuming our journey *en route* for Shanklin, saw the present Vicar of Sandown, whom I have known some thirty to forty years. At Shanklin, having the full confidence of an invalid gentleman, we filled our baize sack with silver and jewels without even the formality of a list. "Simply do your best, the money will be more useful," was our parting injunction as we shook hands warmly. Had to skip Ventnor and make for the other side of the island. On leaving the boat I recognised the Vicar of Yarmouth. He had forgotten me, but I recalled to his mind a sermon he preached at Holy Trinity, Islington, thirty-nine years before, when he was Curate to Bishop Churchill Julius, before he was raised to the Episcopacy. At Lymington the car and chauffeur awaited us. Then to Bournemouth. First call, 21s. paid, but as the values were disappointing, suggested the local auctioneer. Second call, a lady asked me £7,000 for a gem-set Stuart relic. I had to tell her that it had been produced in our own time and that the story about it was a myth. "Your rival offered me £500," she told me. I replied, "If that was so he was poking fun, and that he had probably said, 'Will you take £500?'" It did not follow that he would give it. I also had to say her beautiful sapphires were bits of glass worth 6d. each. At our next call we found the house filled with about £7,000 worth of jewels, silver, porcelain, pictures, etc. The owner delighted to have compiled a complete inventory (in book form) for insurance purposes and to pay £52 10s. Many of his swans were geese, and *vice versa*. A non-stop run to Kingston, where we dropped the art expert, and then home, concluded the day's tour that had staggered "Cook's" man. Apart from disguising certain facts and figures for obvious reasons, the foregoing is a true record of a recent day's journey. Reader, very shortly we shall be quite near to you. Remember, for the fee 21s., and in about twenty minutes we shall, by passing from room to room, be able to tell you that the miniature (say) would sell at my auction sales for £100; the old chest of drawers, possibly £175; the commode, £2,000; the tapestry, £1,000 a piece; the pair of Sèvres orange tubs, £850; the Chippendale chairs, £200 the six; the ivory tryptich, £250; the emerald out of pendant, £1,000; the row of pearls, £5,000; the set of pearl studs, £500; the pair of engravings, £500; the pictures, etc., etc., £5,000. We can save you a lot of money in bringing or sending bulky things to London, and can advise you who are the best auctioneers for stamps (old and foreign), fiddles, lands—in fact, everything.

If your sale is already in the hands of auctioneers, we will inspect and advise what reserve prices should be placed on specific lots. We are actually doing this for a very small fee this week. I intend to publish shortly evidence showing how I have sold by auction during the past five or six years millions of pounds worth of jewels and silver—in fact, more than all the other London auctioneers put together.

Write at once asking me to call. No business too large or too small; we as readily call at the cottage as at the castle.

W. E. HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. 1. **HURCOMB**

27th to 29th, and on the 30th the paintings and drawings will be put up. Many drawings there are by Alfred W. Hunt; perhaps the finest is "A November Rainbow, Dolwyddelan Valley," "A stroke of cruel sunshine on a cliff when all the glens are drowned in azure gloom," or his "Blue Lights, Tynemouth Pier." G. H. Pinwell, too, is well represented: there is the most characteristic "Gilbert Beckett's Troth; or, the Saracen Maid." Then we have a rarity in Sargent's "The Church of Santa Maria della Salute, Venice"; while of Turner there are the majestic "Criccieth Castle," the beach at low tide, with figures collecting wreckage in the foreground, and the sun breaking through the storm clouds (c. 1835), and "Mount Vesuvius in Eruption," painted about 1817. Among the older pictures are the portrait of a nobleman in white doublet with much gold braid on it, by Leandro Bassano; "Laura Dianti," painted by Bonifazio de' Pitati; and, earliest of all, the very tender Virgin with the smiling Infant who holds a sprig of berries: on the lower part of the frame, flowers, fruit and butterflies are painted. It is the work of an artist of the Early Flemish school.

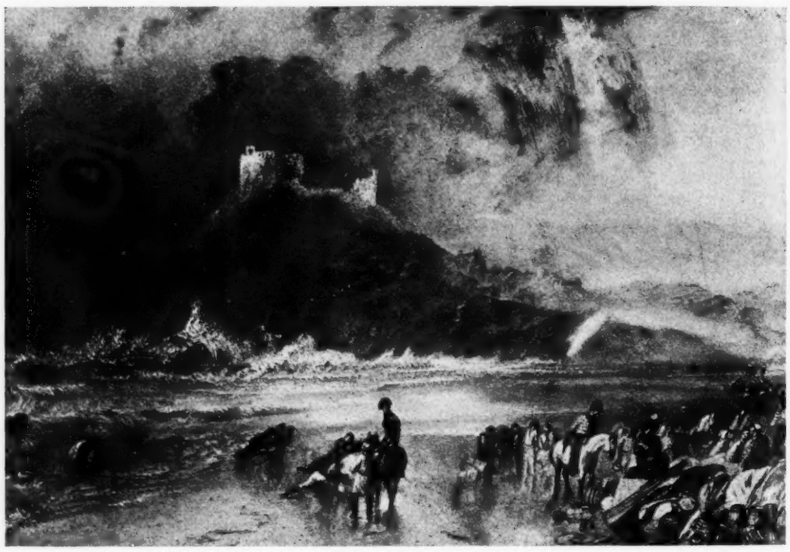
On June 27th, Messrs. Knight, Frank and Rutley will dispose of the heirlooms and contents of Ingmere Hall, Sedbergh, Yorks, by direction of Major Upton. The sale includes a library of upwards of 2,300 volumes of sporting and general literature, pictures by or attributed to Reynolds, Romney, Rembrandt, Wooton and others, mezzotint portraits, sporting prints after Alken, and caricatures by Rowlandson, rare Chinese porcelain in *famille vert* and *famille rose*, Nankin and powder blue, as well as specimens of Chelsea, Rockingham and other English and Continental porcelains. The furniture includes examples of Tudor, Jacobean, William and Mary, Queen Anne, Chippendale, Sheraton and Hepplewhite periods.

By order of the executrix of the late General Owen Williams, Messrs. Dowsett, Knight and Taylor of Lincoln's Inn Fields, in conjunction with Messrs. J. and R. Kemp and Co., High Holborn, will sell on the premises the contents of Temple House, near Great Marlow, on June 21st and following thirteen days. There is much English and French furniture, including a set of dining chairs by Hepplewhite, a fine Adam sideboard, a pair of Adam urns on mahogany pedestals, a pair of Adam terrestrial and celestial globes, a set of four Adam urn-shaped vases, a Sheraton satinwood *bonheur du jour*, an open satinwood bookcase with three satinwood music-stands, two pairs of Old English candlesticks with Bristol glass pedestals, Louis XIV, XV and XVI and Regency marqueterie and parqueterie commodes in kingwood and tulipwood, fine Chinese, Sèvres and English porcelain, many oil and water colour paintings, armour, bronzes, and a library of 6,000 volumes.

Some interesting pictures are to be sold at Cloverley Hall, which lies between Market Drayton and Whitchurch, Salop, when the contents of the mansion are disposed of on the premises on June 19th and four ensuing days by Messrs. Constable and Maude, of Mount Street, W., and Stow-on-the-Wold, Gloucestershire, by direction of Lieutenant-Colonel H. Heywood-Lonsdale, D.S.O. There are the "Mandoline Player," by Franz Hals, two seated figures in strong light and shade, the musician turning over the page of a music book; and pictures by English and Continental artists, including a very pleasing three-quarter length of Henrietta Boyle, Countess of Rochester, in a landscape background by Sir Godfrey Kneller; while of Sir Joshua Reynolds there is the portrait of H.R.H. the Duke of Gloucester, son of Frederick, Prince of Wales, full of character and wearing a star.

At Mr. R. Shenker's, Red Lion Street, W.C., may be seen a pair of triangular chairs, this is a very old form which was used in Gothic times in European countries, and is seldom to be met with now.

In these venerable examples, the back is shaped with slightly rounded top and rests on the back leg, which is carried up to meet it. This is of baluster form in the upper part, and against it press four splays which support the back. The arms are bobbin-turned and fitted into the front legs above the seat. These are of simple turning. Above the seat they take a vase shape, which may have terminated in a bead or fillet. There are three footrails to these most interesting specimens. Another very valuable link with the past at Mr. Shenker's is a beautiful oak bedstead of unusual form. At the head it is carved with strapwork on framing and in panels, while the projecting upper part is moulded with a narrow dentil edge. It contains three panels, the middle one bearing the date 1680. Then there is a fine oak cabinet,



CRICCIETH CASTLE, CARNARVONSHIRE, BY J. M. W. TURNER, R.A.

made probably in the early seventeenth century, its doors having two square panels with Jacobean breaks, and by a very simple rearrangement of mouldings the upper pair are given a different character. The frame between the doors, the corner-posts and the ends are panelled, while the base is moulded and rests on compressed spherical feet. It measures 3ft. 9ins. high, 5ft. wide and 1ft. 9ins. deep. A variety in the spirally turned table-leg is shown in a pair of side-tables belonging to Mr. Shenker. It contains a moulding within the spiral twists, giving a very rich effect, enhanced by the rosettes in the blocks at top and foot, while the footrail is decorated with escallop pattern. These unusual tables each measure 4ft. 11ins. by 2ft. in depth. Close by these there stands a court cupboard of oak, inlaid with boxwood and ebony. Its doors bear on their panels the inscriptions "Anno," "1646." The upper part, supported by turned columns, has cupboards with doors panelled and inlaid with circles and diamonds, the latter being perforated. This characteristic specimen of English workmanship has almost all its framework boldly and skilfully carved. Many chests are on view in these rooms, ranging from the great iron-bound treasure-coffer of the fifteenth century, but most are of English making. Among these is an example of the linen-fold type, beside a fine set of seventeenth century Stuart chairs of the earlier style, with leather seats and backs fastened with great brass studs of circular shape.

D. VAN DE GOOTE.

SHOOTING NOTES

By Max Baker.

WEATHER CONDITIONS AND PARTRIDGES.

IN watching the weather at this season of the year, those who have a thought for the welfare of partridges seek to picture the doings of the young families from day to day. June 20th is the orthodox date for the hatching of the broods, but a friend who enjoys exceptional opportunities says that it is too late. The way he put it was to say that his birthday comes on June 10th, and that he always reckons to hear of a number of first arrivals by that date. As his vocation is the selling of game food, his experience includes daily contact with all the gamekeepers in three of the Eastern Counties. Perfect conditions are naturally those which keep the earth gently watered during the growing season for crops, the same to be followed by such a spell of summer weather as came to an end with dire consequences to the Ascot crowd. The fine weather thus came too early; so that we are left hoping that its break, if such it proves to be, will not be of too extreme a nature. Land which has been parched and baked by the prolonged drought of the period just passed is curiously unreceptive to rain. The earth is in the condition of a sponge which has gone quite dry. It repels moisture instead of absorbing it in the manner of a sponge in daily use. Dry earth sets up runnels which gather into minor torrents, and these sweep along in their course the chicks which have taken refuge in the hollows. That is why thunderstorms do so much damage. The recent weather break was, happily, unaccompanied by any of these manifestations. The chilly temperature was bad, but the worse evil was avoided. Somebody, when discussing the English climate, said that its most consistent feature was three-month alternations of fair and inclement conditions. Last year the rule was conspicuously broken. If this year the common rotation is to be restored, we have had our fine quarter and must be as philosophical as possible over the wet one to come.

THE SAD FATE OF A PARTRIDGE FENCE.

The accompanying illustration, by its very bareness, shows a dire tragedy. Once upon a time, not so many months ago, there stood a fence proudly defying the sweeping winds and diversifying a landscape of rather a bare and open order. It topped a natural bank some 3ft. or 4ft. high, and the land fell away on one side so as to increase its natural effect of height. In a word, it was a perfect partridge driving fence. Many a gorgeous display of birds has been sent over its top, the waiting guns beyond being rewarded with a quality of sport which many sportsmen dream about but few experience. But the farmer loves big open fields as much as he dislikes fences. So as to make destruction more complete, he waited till the sap had risen and the buds were bursting, and then set his minions to work—with the result here shown. Shooting and tenancy agreements should, equally, contain a stringent clause forbidding any processes detrimental to game, also a specific clause naming a latest month for fence trimming. Shooting rights are as genuine an asset as those which appertain to cultivation of the soil, but there is, unfortunately, on the part of many husbandmen a resentment against the concurrent use of the land for its secondary function. In the case of rabbits the Ground Game Act accorded certain rights of destruction in the interests of crops, but these have gradually become sporting rights, with the result that farmers nearly all over the country are allowing rabbits to multiply to an extent which would give rise to bitter complaint were the landowner the guilty party. The attitude towards rabbits thus evidently varies according to who controls the sporting asset they represent. A very similar trend of events is in many places proceeding in the case of game. If it goes with the farm it gets favour, even if not intelligent care. But let it be reserved by the landowner and farming processes are not always kindly conducted. There are two sides to every case of this sort, but landlords of considerate and generous temperament are not always able to stimulate like sentiments on the part of their tenants, though the friendly and conformable estate owner who spends a large share of his time going round and about can usually secure hearty collaboration.



A PERFECT PARTRIDGE FENCE RAZED TO THE GROUND.

PHEASANT COOPS WITH SLIDING FRONTS.

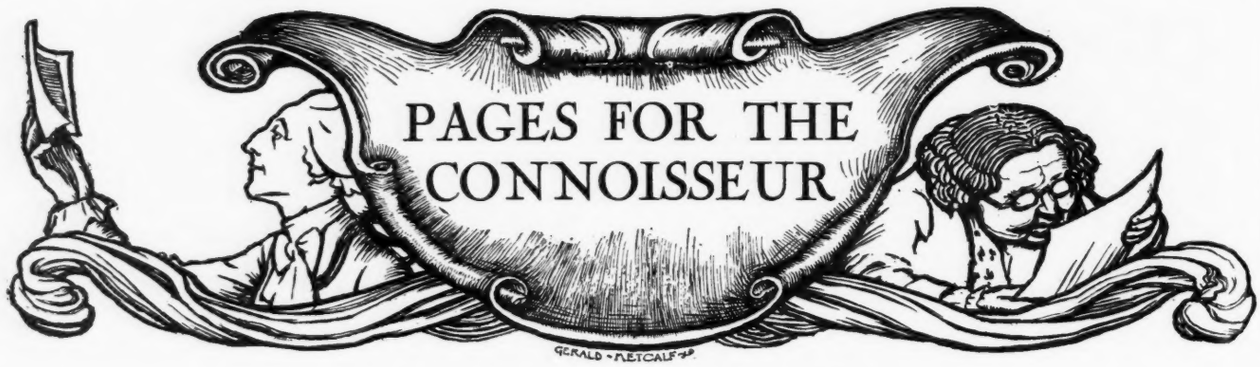
This illustration of pheasant coops, alas now only used for poultry, shows rather an ingenious idea, which the discoverer assures me presents many advantages over the usual design. Its novelty, or what I take for such, consists in the sliding fronts which rest against the respective coops. Grooves to receive them are fitted in front of the ordinary bars. When bedtime approaches, and before the chicks have responded to the foster-mother's calls, the slides are put into position, but not quite home, leaving, say, a 3in. gap giving access to the interior. When all are safely a-bed the keeper goes round and in an instant pushes the door home, the operation being far more speedily effected than when an entire front has to be put into place. In the last-named case one or more restless members are liable to dash out, so causing time to be wasted. A very important subsidiary advantage of the arrangement lies in the fact that the chicks can be safely shut up at night several weeks beyond the period when, under ordinary conditions, they adopt a more risky couch. From this time until they roost in the trees they are especially vulnerable to attack by vermin, hence any device which curtails the period of danger diminishes the number of losses. The idea is that of Mr. W. Bond, head-keeper at Bramdean Park, Hampshire.



A VALUABLE IDEA FOR POULTRY (PHEASANT) COOPS.

SYNDICATE SHOOTS.

Provided present plans mature, our Shooting Number will contain an article stating the case in favour of syndicate shoots. One must admit from the start that there is a certain amount of prejudice against this method of handling a noteworthy shooting domain. We have grown so accustomed to the presence of a beneficent landowner who grubs his life away in the country, filling his time with useful but unexciting labour, and at certain seasons turning his house into a hotel for the accommodation of shooting guests, that we can hardly realise the withering of the funds which have hitherto kept this useful machinery in working order. The burden of shooting expenditure should not fall exclusively on the shoulders of so limited a class. Certainly its expenses should be shared by those to whom the fair quota of its cost is as nothing compared with the health and satisfaction derived. Younger sons and other impecunious ones of the same sport-loving temperament will be left in the lurch, but as their fate is anyhow inevitable, the question that remains is whether shooting shall disappear in proportion to the squeezing out of the class which formerly kept it in being. On the other hand, the fact must be admitted that the sporting on large estates was, and is, as a rule, wastefully used, which is to say that only a proportion of the yield of which they are capable is extracted. Stock, of course, has to be considered, but seldom is any attempt made to procure the highest economic result. Syndicates properly managed can produce year after year a total of sport far greater than is shown in the records of any average estate worked on the old lines. And then there is another thing to consider. The farmer cannot legally contract with his landlord to forego his rights under the Ground Game Act; but when he already possesses the shooting rights he can legally contract with his own tenant (so long as it is not his landlord) not to kill a rabbit on the place. Not, of course, that the shooting tenant would desire to encourage rabbits to a hurtful extent. The point is that shooting so let would be free of the incessant disturbance to game for which the Ground Game Act unhappily provides every facility and excuse.



EGYPTIAN ANTIQUITIES

ENGLISH PICTURES. OLD FURNITURE.

THE greatest collection of Egyptian antiquities in private hands is to undergo dispersal at Messrs. Sotheby's on June 26th and four following days and on July 3rd and three days ensuing. It was formed by the Rev. William MacGregor, and twenty-five years ago it was renowned (as the Bolehall Manor House Museum Collection) for the general excellence as well as the exceptional importance of its objects, especially in Egyptian ceramics. Since then many additions of supreme interest in all branches of Egyptian antiquities have been made to it, as Messrs. Sotheby's profusely illustrated catalogue (with enumeration of 1,800 lots, some consisting of twenty to thirty objects) will show. In such a collection it is impossible to do more than point out a few outstanding objects, and especially the cup or chalice of graceful shape in a wonderful brilliant blue faience, decorated in low relief with a row of waterfowl and nests at the rim, under which are water scenes showing fowlers and fishers, horses, oxen and crocodiles, with a background of papyrus. Below this is lotus decoration, while on the stem and base are inverted palm leaves. It dates from about the end of the eighteenth dynasty. Of that period there are several most important vases and covers of inverted pear shape; one, 3ft. high, is decorated with bands of lotus flowers in blue with black outline, and bears the inscription, "Wine of the North for the Lady Em-netchem."

Of the sculpture, probably the most important is the head of Amenemmes III, the son of the great Sesostris, who, more than any other monarch of the old empire, advanced the power and glory of Egypt. The son is represented in middle age, with the expression of a mystic or a dreamer, full of gentleness and peace, more suggestive of the portrait of a mediæval ecclesiastic than that of an Egyptian monarch. It is in obsidian and regarded by authorities as one of the masterpieces of Egyptian statuary. Possibly to the pre-dynastic period belongs a standing figure of a man in black basalt, wearing a beard sheath—or it may be a primitive attempt to represent hair—points which have been much discussed. By the side of it, the figure of a negro slave, his hands on his knee and his head resting on his hands, modelled in terra-cotta, looks quite modern, though it is of the Heracleopolitan period. The extraordinary delicacy and tenderness in conception and execution of the Saitic Renaissance of art is shown in the low relief panels and top of an ivory casket representing graceful figures bearing baskets or holding wildfowl, accompanied by a calf or a stork, among papyrus reeds. One of the inscriptions on the top reads "Mayest thou do the desire of thy heart." To what period belongs the almost complete chair in acacia wood? Its slightly concave back is decorated with panels and strip inlay, the seat has been of string intertwined like wickerwork, while the legs terminate in the same motif as some English chair legs of the late seventeenth and early eighteenth centuries—lion-claw feet! One could linger over things like "The Book of the Dead," the utensils, the many famous articles of jewellery, scarabs, gold objects and beads of every period.

An important collection of old and modern pictures and water colour drawings, the property of the late Mr. Ralph Brocklebank of Haughton Hall, Cheshire, will be sold by order of the executors, at Messrs. Christie's on July 7th. The outstanding feature is the fine series of Turner's works, of which there are twelve, including the well known "Somer Hill, near Tunbridge," painted for James Alexander, owner of the mansion which appears in the picture on a wooded hill from which the green sward sweeps to the lake shore, and on the calm bosom of the lake are boats and waterfowl. It is a picture characteristic of Old England and worthy of Turner. A different interest is excited by the important water colour, "London from the Battersea Fields" on an autumn morning, showing St. Paul's Cathedral and Westminster Abbey in the distance and a herd of cattle lazily disposed in the foreground. Those days are gone. Another mood of Turner is shown in "Pembroke Castle"—a thundery



HEAD OF AMENEMMES III CARVED IN OBSIDIAN



EGYPTIAN CUP IN BLUE FAIENCE, DECORATED IN LOW RELIEF.

MESSRS.

CHRISTIE, MANSON & WOODS'

Forthcoming Sales by Auction, commencing each day at 1 o'clock.

THE NEWALL COLLECTION

THE IMPORTANT COLLECTION OF OBJECTS OF ART AND PICTURES

the property of the late **WILLIAM NEWALL, Esq.,** late of Croxley Green, Herts.

TUESDAY, JUNE 27TH, 1922

FINE EARLY ITALIAN BRONZES

ITALIAN FAIENCE

IMPORTANT RENAISSANCE FURNITURE

WEDNESDAY, JUNE 28TH, 1922

OBJECTS OF VERTU & BIJOUTERIE

FINE METALWORK

CARVINGS in BOXWOOD & CRYSTAL



THURSDAY, JUNE 29TH, 1922

ENGLISH & FOREIGN SILVER PLATE

ANTIQUE GREEK COINS

BRONZE MEDALS & PLAQUES

FRIDAY, JUNE 30TH, 1922

CHOICE MODERN DRAWINGS AND PICTURES

WORKS BY OLD MASTERS

Sale June 27th. Lot 72, Eros, by Donatello.

Catalogues may be had of the Auctioneers at their Great Rooms, 8, King Street, St. James's Square, S.W. 1.
(Illustrated Catalogues of the Objects of Art, price 10/- each, and of the Pictures, 5/- each.) Tel.: Gerrard 5532.

IMPORTANT PICTURES AND DRAWINGS

RHODIAN FAIENCE & DECORATIVE FURNITURE

the Property of the late

RALPH BROCKLEBANK, Esq.

late of Haughton Hall, Cheshire.

The Collection includes works by or attributed to
J.M.W. TURNER, R.A.,
J. F. Lewis, R.A.,
John Ruskin,
P. DE WINT,
T. Faed, R.A.,
J. OPIE, R.A.,
J. Linnell, Senior,



N. LUCIDEL,
J. G. Cuyp,
Cornelius Jonson,
HANS MEMLING,
B. van Orley.

Fine specimens of
RHODIAN POTTERY
and
Decorative Furniture.

Sale July 7th.—Lot 71. Somer Hill, near Tunbridge, by J. M. W. Turner, R.A.

Which will be Sold by Auction by order of the Executors by

MESSRS. CHRISTIE, MANSON & WOODS

at their Great Rooms, 8, King Street, St. James's Square, S.W. 1.

ON WEDNESDAY, JULY 5th, 1922, AND TWO FOLLOWING DAYS.

Catalogues may be had of the Auctioneers (Illustrated Catalogues of Pictures, Price 5/- each.) *Telephone: Gerrard 5532.*

A few typical examples of Hamptons supreme values in ANTIQUE FURNITURE



HAMPTONS No. O. 1743. A set of six finely carved mahogany Chairs of the Hepplewhite period, the seats covered in a crimson silk of floral design. *As illustrated* ... ... **£95 0s.**

HAMPTONS No. O. 2851. An old Chinese square Vase, enamelled with figures in panels with painted blue borders. 17½ in. high ... ... **£3 12s. 6d.**

HAMPTONS No. O. 1552. A 17th Century Oil Painting, Landscape, attributed to Maas. In carved gesso frame (not antique), with silvered plates. Size over all 45½ in. × 54 in. **£55 0s.**

HAMPTONS No.O.4235. A Chippendale mahogany Tray top Bedside Cupboard with tambour front and drawer below, on square moulded legs ... ... **£12 18s.**

HAMPTONS No. O. 6053. A 4 ft. wide Chippendale mahogany Wardrobe, upper part has five sliding trays enclosed by two panelled doors, lower part two long and two short drawers ... ... **£45 0s.**

HAMPTONS No. O. 3292. A very fine Elizabethan oak Coffer, the front beautifully carved with Tudor roses and scroll work, 4 ft. 6 in. wide ... **£19 10s.**

HAMPTONS No. O. 3147. An 18th Century Bracket Clock in black and gold lacquer case. The eight day striking movement by William Troup, London. Circa 1760 ... **£37 10s.**



HAMPTONS No.O.5761. A charming old mahogany kneehole pedestal Dressing Table, 2 ft. 6 in. wide, fitted with a recessed cupboard. In splendid condition. *As illustrated* **£26 10s.**

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Hamptons pay carr. to any Rail. Stn. in Gt. Britain.

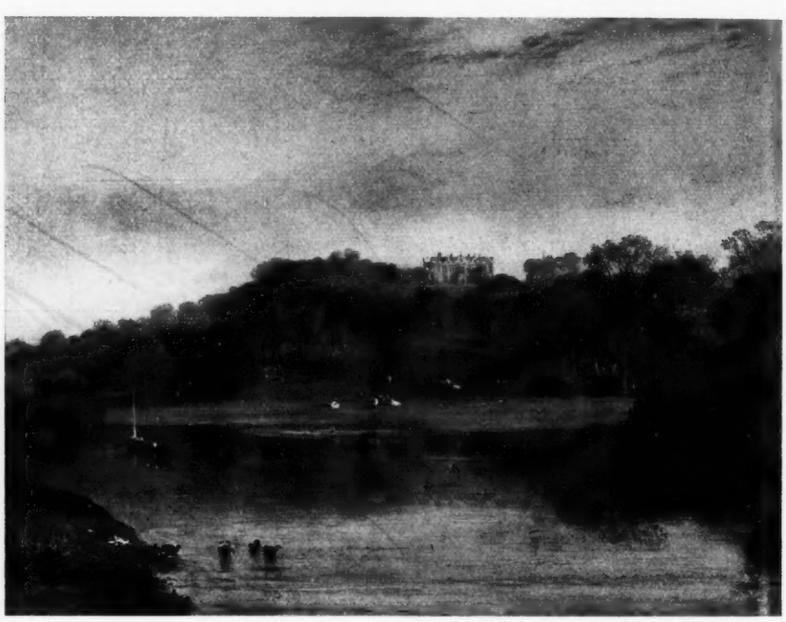
sky, with fishing craft beating through the rough water of the inlet to Milford Haven, across which the towers of the castle loom through the storm; but the very spirit of the tempest is shown in the oil painting "The Beacon Light," which, in the midst of spray, cloud and storm, flares on the cliff in the centre of the composition—a swirling sea of foam and giant waves, above which, on the left, appears the "muffled" sun. Different in effect are Turner's Continental pictures, "Fluelen, from the Bay of Uri" on the Lake of Lucerne, and "Constance" on the Rhine. Of Peter de Wint there are two very important drawings: "Whitby" with the Abbey in the centre and a view down the Esk looking seawards, and the smaller "Dover from the Deal Road" with the Castle on the left and a wagon going down a very rough road in the foreground. "The First Break in the Family," a pathetic picture of cottars watching a distant coach on the moor, is a characteristic work by Tom Faed; and there is a very beautiful example of Opie's painting in "The Student," a dark-eyed boy with long locks and clad in a blue coat, holding a red portfolio. Clouet and Holbein are represented in the collection. There is a very striking portrait of a brown-bearded gentleman wearing a buff doublet and holding gloves, which was formerly attributed to Amberger and Holbein, but is now believed to be by N. Lucidel of Neufchatel. Bernard Van Orley is represented by a painting of the Infant Christ and St. John embracing on a cushion beneath an arch with a landscape background—a design, we are told, dating from the time of Leonardo da Vinci. For dramatic power and expression of character none of these old pictures can approach the narrow horizontal panel by Hans Memling showing only the heads and hands of the Jewish populace and Roman soldiers shouting and waving their hands in derision at Christ.

Within their rooms in Hanover Square, W., on June 29th and following day, Messrs. Knight, Frank and Rutley will dispose of the property of a Norwegian nobleman, removed from the castle of Husan, Farsund, Norway, and from his residences in this country. Among the most interesting furniture are two Louis Seize commodes with ormolu mounts, a finely carved and gilt suite of settee and chairs with four fauteuils once in the Rothschild collection, a William and Mary gilt suite with eight chairs upholstered in Mortlake tapestry, from Sir Walter Gilbey's collection, old Dutch cabinets, engravings, glass, bronzes, silver, large Copenhagen dinner services, and the complete furnishings of the castle.

Among the pictures that will be sold by Messrs. Knight, Frank and Rutley when they disperse the Clitherow heirlooms and the contents of Boston House, Brentford—the former, the antique silver, miniatures, snuff-boxes, etc., on June 23rd, at Hanover Square; the latter on the premises on July 4th and three following days—are two portraits by Romney and Zucchero, and two portraits of Lady Clitherow, daughter of Sir Thomas Campbell (Lord Mayor of London, 1610) and wife of Sir Christopher Clitherow (Lord Mayor of London, 1635).

One of the essential furnishings of the hall is a good, trustworthy clock of pleasing exterior and unobtrusive voice, and when the style of decoration and the scheme of colour are not inconsistent with it, most people prefer the grandfather or long case clock, whether in marqueterie, lacquer, oak or mahogany. Some of the latter are of splendid colour and proportions, while the materials and workmanship are of the best, be they made in London or the provinces. A very good specimen of the North of England clock, by Tomlinson of Newcastle, *circa* 1770, in a case of deep red mahogany, is in going order at Messrs. Hampton's, Pall Mall East. The base is panelled and moulded and supported on bracket feet; the case door is moulded and of ornamental shape at the top, with pillar supports fluted for the greater part then reeded, with moulded capitals and bases. Above is a series of mouldings upon which rest the fluted and reeded columns of the clock face, while the top of the door is arched with shoulders, and the inner edge of its frame is of ornamental outline. The pediment is of the broken scroll type and is carved with spiral rosettes; in the middle rises an ornament, pierced and carved, above which is a ball and spike finial, which is repeated at the corners. The dial shows the moon's phases, the calendar and seconds. Of mahogany of another tint is a very convenient tambour writing table of the Sheraton period, containing three front drawers and the usual pigeon-holes and drawers inside. It stands on the square tapering legs of the period, and has a width of 4ft. Earlier in date is the Queen Anne marqueterie chest of five drawers which stands on bracket feet, the front veneered with oyster walnut and inlaid with ebony and other woods in very skilful designs of free ornament with scrolls, leaves, volutes and arabesques. The top shows an oval medallion and cornerings in an oyster walnut ground, but the chief delight lies in its rich light brown and yellow range of colours. Another scheme of colour is evident in the great cabinet, *circa* 1720, in green lacquer. The lower part contains three drawers, above which is a turn-down flap for writing. The cupboard above this has round-headed doors, having panels of corresponding outline filled with bevelled and silvered glass and surmounted by a bold cornice and broken pediment with a gold ball and spike, which are repeated at the corners. The decoration consists of landscapes, figures and birds in colours and gold on a green ground, with conventional ornament on the framework. The interior is very rich, one of the decorations being a landscape with horsemen and warriors. All the fronts of the small drawers are richly lacquered, and the interior cupboard door contains a shaped silvered glass panel, while on each side are richly decorated columns.

D. VAN DE GOOTE.



"SOMER HILL, NEAR TUNBRIDGE," BY J. M. W. TURNER.

THE ESTATE MARKET

SPORTING PROPERTIES

MANY of the properties mentioned this week include first-rate fishing and shooting and, except those to be let, which in itself imports as a rule only a moderate expenditure, the places are mostly of comparatively small acreage, though in some instances having rights along the Test and other renowned rivers.

The executors of the late Mr. W. B. Gladstone have instructed Messrs. Knight, Frank and Rutley to offer by auction in May the Roke Manor estate, just over two miles from Romsey. It comprises the mansion and 400 acres, embracing views of Romsey Abbey and the Isle of Wight. The property is well known for its sporting, and includes half a mile of trouting in the Test.

Messrs. Knight, Frank and Rutley have also been instructed by Mr. A. T. Hodgson to offer, in conjunction with Messrs. Hardy and Hardy, Smallwood Manor, 282 acres, two and a half miles from Uttoxeter, including a modern house in the Jacobean style, dairy farms, cottages and accommodation land.

At Totnes, on March 17th, Messrs. Knight, Frank and Rutley, in conjunction with Messrs. Callaway and Co., are to submit Buckland Tout Saints, including the mansion and six large farms in the renowned South Hams country, near Kingsbridge. In all 1,448 acres are comprised in the auction, and the farm houses and buildings are of the best.

Grindon Hall auction date is May 18th at Sunderland.

Holiday House, by the first tee on Sunningdale golf course, is to be sold for Mr. F. A. Govett by Messrs. Knight, Frank and Rutley, who are also to offer Highfield House, Berkhamsted and 6½ acres, and Piercys, near Halstead, for the trustees of the late Mr. C. W. Gray, who sat for East Essex from 1886 to 1892.

EDENHALL: A GIRLS' SCHOOL.

EDENHALL, the Cumberland mansion of the Musgrave family for a long period, and famous for its association with the fascinating old legend of "the Luck of Edenhall," has been let on a long lease and is to be used as a boarding school for girls. It thus enters the same category as Bedgebury, Normanhurst and one or two other notable mansions; and Stowe is still under consideration for conversion into a public school for boys. Edenhall auction was reported in COUNTRY LIFE of August 27th last, page 271, when it was offered by Messrs. J. Carter Jonas and Sons, in conjunction with Messrs. Lofts and Warner, and outlying farms were sold for about £22,000, the reserve on the whole being £95,000.

RESTORATION OF A MONASTERY.

FROM the year 1640 to the year 1880 free maintenance was given to boys in what was known as the Blue Coat School, an ancient building at Canterbury. The situation, on the banks of the Stour, is quiet and pleasant and in the heart of the city. Some distance above Canterbury the river divides into two branches, and that which waters the grounds of the old Grey Friars Monastery—the Blue Coat school of later date—turns by a small stream through the monastery garden. The Stour unites again just below the city.

The freehold of the monastery, nearly two acres, is for sale by Messrs. Knight, Frank and Rutley. It was the first settlement of the Franciscan Friars in A.D. 1224. The monastic building dates from 1272, when it was offered with surrounding lands to the friars by John Digges (probably on behalf of the citizens, by whom they were held in high esteem). As, however, according to the rule of their order, the friars could not possess property, it was held for them by the Corporation of Canterbury in trust. The property is mentioned by Hasted, Somner and other writers.

Grey Friars monastery (scheduled for preservation as a national monument) is a typical example of early English architecture, comprising, on the first floor, the dormitory of the original hall and warden's room; and on the ground floor, schoolroom and cell (once the Bridewell). The site of the church, which, according to Hasted, could only be conjectured, is now revealed, and a glass house which for years covered the site has been removed The churchyard, partly enclosed by the old walls, adjoins, and Hasted gives the names of noted people of the fourteenth, fifteenth and sixteenth century buried in the church itself. The gardens are reached from Stour Street by a bridge over the Stour. They have the old Tudor walls, grass bordered river walk and herbaceous borders.

MANSIONS AND SPORTINGS TO LET.

MANY miles of trout fishing, and 2,400 acres of shooting, go with a Devon mansion, near the county town, to be let furnished for a long term, through Messrs. Hampton and Sons, and salmon fishing may be arranged for, if desired.

A moated house in Kent, with 30 acres, is to be let unfurnished, by Messrs. Brackett and Sons, who can also lease an adjoining farm of 200 acres, and the shooting over 1,200 acres.

Furnished lettings are offered of various fine country houses, including the following: Steventon Manor, eight miles from Basingstoke—a modern mansion in the Elizabethan style, and hunting with the Vine and other packs, and 2,200 acres of shooting—(Messrs. F. Ellen and Son); Rydal Hall, a lakeland house at Ambleside—with mountain trout fishing, a private lake of 80 acres, and shooting over 2,000 acres; electric light is generated on the premises and no fuel is needed—(Mr. R. E. Porter); an Early Georgian house, in North Yorkshire, with shooting over 780 acres (Mr. A. T. Watts); a Herefordshire mansion and sportings of 7,000 acres (Messrs. Apperley and Brown); and a Surrey house, with 480 acres of shooting, at 15 guineas a week. Details of these properties were stated in last week's issue of COUNTRY LIFE (page xxxvii). A very notable point about most of the estates is the long stretch of first-rate fishing upon them. Shootings and fishings, in Norfolk and Devon and elsewhere, are to be let immediately. Particulars were set forth on the page just mentioned.

NEW FOREST AND WEALD.

BRAMBLE HILL LODGE, Bramshaw, the residence of the late Right Hon. Sir William Mather, with gardens and grounds extending to 29 acres, is in the hands of Messrs. Waller and King, and will be offered by them on March 14th. The house, in the Elizabethan style, possesses every convenience and comfort, and is situate in one of the highest and most beautiful parts of the New Forest.

The Weald of Kent offers at many points reminders of the once flourishing ironworks, which extended all over the Kent and Sussex border. Old names, incorporating "hammer," "forge," "anvil," and the like, are common, and here and there is a house which was built by the wealthy ironmasters. The well preserved and interesting sixteenth century residence, at Bethersden, called Forgedene, is contemporary with the palmy days of Wealden ironworking. It has just changed hands, with 20 acres, through Messrs. Geering and Colyer, who report the sale of a residence, known as Kynance, Rye, and of Sparrow Hatch, Bethersden, with 5 acres. There is a good building stone got in the Weald, called "Bethersden marble," which is easily worked, takes a high polish and is remarkably durable and ornamental.

TOWN AND COUNTRY TRANSACTIONS.

THE latest list of transactions effected by Messrs. Golbie and Green includes Fairfields, Kingsbury, which has just been disposed of by them. It is a charming little property with about 7 acres, within seven miles of the Marble Arch. There are stabling, two garages and a cottage, and modern conveniences are installed. Another sale just completed by Messrs. Golbie and Green is Ashdowns, Hartfield, a cottage residence in the old-fashioned style, commanding views over Ashdown Forest. The grounds are prettily laid out and extend to 5 acres.

Sales by Messrs. Constable and Maude of town and country properties include No. 54, Davies Street, Berkeley Square; No. 5, Connaught Square, Hyde Park, a bijou residence, overlooking gardens, within two minutes' walk of the Marble Arch; No. 3, Sussex Place, Hyde Park, a beautifully decorated residence with central heating. Leases of unfurnished flats have been dealt with at Sloane Street, St. James's Court, Buckingham Gate and Weymouth Street. Messrs. Constable and Maude have also sold, in conjunction with Messrs. Knight, Frank and Rutley, Ashridge Estate, North Tawton (recently withdrawn from auction), comprising a comfortable mansion of medium size and 460 acres of agricultural land, and they will shortly offer the contents by auction. Millards Hill House, Frome, another property withdrawn from auction, has been dealt with at a satisfactory figure. It comprises a stone-built house with stabling, cottages and 22 acres.

Messrs. Constable and Maude are shortly submitting for auction the well known sporting property Misterton Hall, Lutterworth, comprising the mansion and 200 acres; also Colonel Stone's Essex property, known as Bedfords, Havering-atte-Bower, a medium-sized mansion and 130 acres; a modern freehold residence known as Brentor, in the high part of Surbiton; and Parkside, Farnham, standing in 4½ acres. They have also purchased, on behalf of a client, a large and imposing block of flats on the south side of the park, with a rent roll of approximately £13,000. The building will in future be controlled by them acting in an advisory capacity.

TALBOT WOODS, BOURNEMOUTH.

THE EARL OF LEVEN AND MELVILLE, owner of Talbot Woods, Bournemouth, has decided to sell a further portion of his estate, and has instructed Messrs. Fox and Sons to offer sixty sites by auction in April. The land is freehold and mostly pine covered, and each plot contains an area of about one-third of an acre. That portion of the property already developed contains some of the finest residences in the town, many are examples of the best architectural skill, and practically all are occupied by the owners.

Sales aggregating £48,000, chiefly of Bournemouth houses, have been offered in the last few days by Messrs. Fox and Sons, including Abingdon, Chessel Avenue; a new house in the Keswick Road, Boscombe Manor; Beaulieu, Birchwood Road, Parkstone; the residence known as Chale House, West Overcliff Drive, Bournemouth; 33 acres of building land in Branksome Park; Peakes Farm and 54 acres near Semley; and Durmast, 8¼ acres, at Burley.

At Penzance, on April 4th, Messrs. Fox and Sons will offer Bona Vista, in the Scilly Isles, on St. Mary's.

MODERNISED HOUSES.

MR. REGINALD NICHOLSON, M.P., has sold his house at Hurley, Berkshire, known as Lee Farm. It is a beautiful example of original Queen Anne construction, modernised in all respects, including central heating and electric light. There is a beamed music-room, 60ft. in length. The grounds, 5 acres, are beautifully laid out and include a water garden and stream and other features. There are a garage and stabling and four cottages. Messrs. Norfolk and Prior carried out the sale, and it is one of the properties, totalling over £90,000, lately dealt with by the firm. Other properties sold by them include Long Orchard, Budleigh Salterton, a replica of an old Devon farmhouse, constructed in the local cob. Internally there is a wealth of massive oak beams in ceilings and walls, and the doors are of oak. Every modern convenience is installed. Tropical trees and flowering bushes and shrubs, including mimosa, flourish in the grounds of 5 acres. Beechurst, Lower Kingswood, Surrey, a modern country house having grounds of 3 acres, has been sold by them in conjunction with Messrs. Harrie Stacey and Son. Two modernised old houses, disposed of by Messrs. Norfolk and Prior, are Hurst Farm House, Sevenoaks, and 5 acres, a Tudor farmhouse in which nearly every room has oak beams; and Crewes Farm, Upper Warlingham, a seventeenth century house, containing old oak beams; the old-world gardens with flagged paths, woodland and pasture, are of 14 acres. Messrs. George Trollope and Sons acted for the buyer of the last-named property.

TWO MANORS.

PASSENHAM MANOR, a pleasant old seat, and Haversham Manor, will be offered, at Stony Stratford, on May 1st, by Mr. Jackson Stops, who will also hold the Beachampton auction on that date. A long frontage to the Ouse is a feature of a Bedford residential and agricultural estate, to be offered there on March 25th.

ARBITER.

A few typical examples of Hamptons Supreme Values in ANTIQUE FURNITURE



O 2013. A set of 5 Mahogany Chairs of the Heppelwhite period, the shield shaped backs finely carved. In original condition. **£59 10s.**

O 4793. A pair of Adam Sheffield Plate Candlesticks, 12ins. high. In first-class condition. **£10 18s.**

O 5747. A fine quality Mahogany kneehole Dressing Table on square tapered legs, fitted with 5 Oak lined drawers. 3ft. 6ins. wide. **£21 10s.**

O 5746. A very rare old Walnut kneehole Dressing Table of the Queen Anne period, 2ft. 10ins. wide. Fitted with one long drawer in frieze, a half drawer and cupboard beneath, flanked on each side with three deep drawers. The angles are canted and fluted, and the pierced brass handles are the originals. **£52 10s.**

O 2792. A very fine blue and white Spode part Dinner Service—3 vegetable dishes and covers, 2 oblong dishes, 1 sauce boat and stand, 13 meat plates, 7 soup plates—30 pieces in all. Every piece is impress marked. **£32 10s.**

O 5724. Charming old Oak Gate Table on fine baluster legs and square stretchers; opening to 5ft. 0ins. by 3ft. 10ins. **£22 10s.**

O 2062. A set of 6 Elm Chairs with spindle backs and rush seats. **£18 18s.**



O 6051. A 4ft. 6ins. wide Mahogany hanging Wardrobe. The panelled doors are finely figured, the interior fitted with a sliding tray with brass rod and hooks beneath. **£52 10s.**

Hamptons pay carriage to any Railway Station in Great Britain.

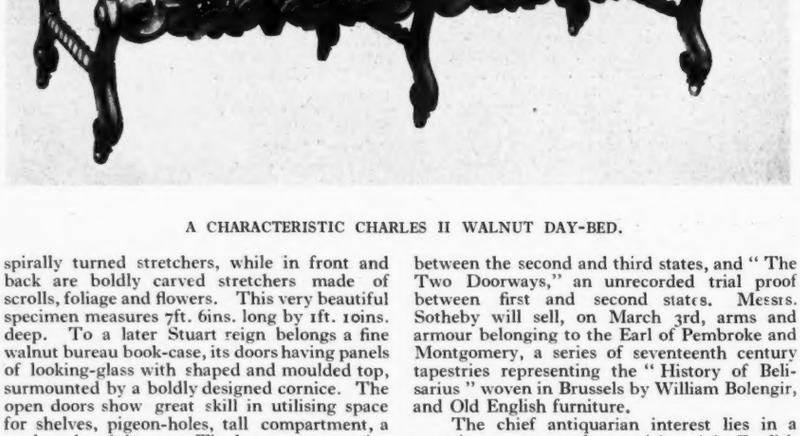
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FURNITURE OF THE MERRIE MONARCH'S REIGN

ARMS AND ARMOUR. MODERN ETCHINGS.

WITH the coming of the Merrie Monarch to England in 1660 is associated the great change in the design, development and scope of English furniture. Probably to French influence we owe the characteristic chairs, lightly built of walnut with spirally turned legs, and effectively decorated with bold carving; but the name of Charles II seems more associated with what we now style a "day-bed," a low, cane-bottomed frame with a head-board of great decorative value. The day-bed of King Charles' time is of practical utility, as it is exceedingly comfortable and convenient for all who indulge in the "siesta."

We illustrate a magnificent and characteristic example of the Charles II walnut day-bed in the collection of Messrs. Hampton and Sons, Pall Mall East. From the cane-panelled bed rises the rich headboard bearing a caned opening in a frame pierced and carved with scrolls and rising at the top into foliage and flowers. The side rails are spirally turned and have rectangular blocks carved with a flowering plant at the junctions and surmounted by carved knobs. The six legs are of shaped scroll form and terminate in inward-turning volutes, each pair being connected under the bed by spirally turned stretchers, while in front and back are boldly carved stretchers made of scrolls, foliage and flowers. This very beautiful specimen measures 7ft. 6ins. long by 1ft. 10ins. deep. To a later Stuart reign belongs a fine walnut bureau book-case, its doors having panels of looking-glass with shaped and moulded top, surmounted by a boldly designed cornice. The open doors show great skill in utilising space for shelves, pigeon-holes, tall compartment, a cupboard and drawer. The lower part contains a folding-down flap, drawers and pigeon-holes; below it are five drawers. It is a triumph of compactness, as it measures only 2ft. 9ins. in width.



A CHARACTERISTIC CHARLES II WALNUT DAY-BED.

The mahogany furniture belonging to Messrs. Hampton has been selected with refined taste and expert discrimination. Here is a graceful mahogany table, made about 1730, with slightly straightened cabriole legs ending in claw-and-ball feet, and measuring 3ft. 6ins. wide by 1ft. 9ins. broad by 2ft. 5ins. high. Towards the end of the eighteenth century was made the fine dining-table near it—in rich dark mahogany with semicircular ends, in three pieces, with four extra boards. When at its greatest length it measures 13ft. 6ins. by 4ft. Of Chippendale furniture the specimens are both fine and numerous. There is a splendid set of Hepplewhite chairs with shield backs carved with the well known "wheatear" ornament.

On February 27th the collection of arms and armour belonging to Sir Harry Waechter, Bart., C.M.G., of Ramsnest, Chiddingfold, Surrey, will pass under the hammer at Messrs. Christie's. This collection is remarkable for fine three-quarter suits of armour, including two of Charles I's time. There is a large collection of weapons. Some remarkable early pieces of Early English woodwork, from Hall Place, Bexley, Kent, the property of the Countess of Limerick, C.B.E., come under Messrs. Christie's hammer on March 8th and the following day. Good Gothic cupboards are very rare, but here is a splendid specimen with a door in the centre, pierced and carved with three panels of Gothic tracery and quatrefoil ornaments of the fifteenth century, which measures about 45ins. square. There are two Elizabethan and two Jacobean oak bedsteads of great importance, many oak chests of Tudor and Stuart times, an oval gate table dating from James I's reign, on faceted tapering legs and triangular base, with other tables, chairs and cabinets of every period from that of Elizabeth to Queen Anne. The sale includes interesting panels of Flemish tapestry, embroideries, and objects of art.

On February 28th and following days Messrs. Sotheby will dispose of etchings by the principal modern masters, belonging to Mr. A. L. Richman and from private sources. They include fine examples by Meryon and Whistler, of whose "Venice" set there are "The Traghetto," an unrecorded trial proof between the second and third states, and "The Two Doorways," an unrecorded trial proof between first and second states. Messrs. Sotheby will sell, on March 3rd, arms and armour belonging to the Earl of Pembroke and Montgomery, a series of seventeenth century tapestries representing the "History of Belisarius" woven in Brussels by William Bolengir, and Old English furniture.

The chief antiquarian interest lies in a most important panel comprising eight English picture tiles of the thirteenth or fourteenth century. They are decorated with figures in white slip on red clay, the whole covered with yellow glaze. The tiles may originally have belonged to the Saxon Church of Peter-ad-Murum at Bradwell-juxtu-Mare, Essex, and may have been made at the monastery of Coggeshall. They depict incidents in the life of Christ, such as the Miracle at Cana and Jesus disputing with the doctors, while other subjects are taken from the Apocryphal Gospel of the Childhood of Christ and include Jesus by miracle correcting the carpentry work done by Joseph, the adoration of the lions in the desert on the return from Egypt, and the miraculous harvest.

An important sale of Old English and Irish silver will take place at Messrs. Puttick and Simpson's on March 2nd. A beautiful Cromwellian porringer and cover, a hanging lamp, rich candlesticks on triangular bases and tankards in the Chinese taste date from Charles II's reign. There are several important works by Paul Lamerie, while the art of David Willaume, Peter Archambo, Edward Feline, Isaac Liger and Pierre Platel is worthily represented.

D. VAN DE GOOTE.

THE ESTATE MARKET

POPE'S "PETULANT SARCASMS"

THERE is at least a poetic link between two or three of the properties which are dealt with this week, and, curiously, it consists, in each instance, of biting sarcasm by Pope, who had nothing good to say of the Duke of Buckingham, whose name is associated with Duncombe Park, or of the promotion of the scheme which was to endow Cavendish Square with a palace, and connect it by a private road with Canons at Edgware. The "Epistles" and the "Moral Essays" were alike condemnatory, but have served to immortalise personages who otherwise would now be scarcely remembered.

THE DUNCOMBE PARK LETTING.

THE announcement, in COUNTRY LIFE last week, that Duncombe Park, Lord Feversham's magnificent seat, in the North Riding of Yorkshire, is to be let by Messrs. Lofts and Warner, for a term of years, is worthy of more than passing note. Notwithstanding that "Vitruvius Britannicus" attributes the structure to William Wakefield, its general style and other circumstances seem to point to the inspiration and genius of Vanbrugh as its real originator. Duncombe Park possesses the majestic solidity of Vanbrugh's conceptions, and that reliance upon massive proportion which characterised the work of one whom Sir Joshua Reynolds regarded as "a poet as well as an architect."

"The petulant sarcasms of factious men of letters," and notably one, are disposed of in the 1825 edition of Sir William Chambers' "Civil Architecture": "Walpole, who was content to live in a barbarous den at Strawberry Hill, says of this truly great architect: 'He seems to have hollowed quarries rather than to have built houses.'"

Walter l'Espec, the great baron of Helmsley, who took a conspicuous part in the Battle of the Standard, held the estate, and, through his sister, it passed to the house of Roos or Ros. After various changes, the only daughter of the Earl of Rutland took it in marriage to the first Duke of Buckingham. When the estates were forfeited, in the Civil War, they were bestowed on Fairfax, who had been wounded in the siege of Helmsley Castle. Buckingham ended his meteoric course in the house of a tenant at Kirkby Moorside, in the neighbourhood, though not in quite the degraded conditions suggested in Pope's "Moral Essays," "in the worst inn's worst room." The vast estates were afterwards sold, in 1695, to Sir Charles Duncombe, being "the greatest transaction of that kind until then ever made by a subject." Evelyn notes that Duncombe paid "neare £90,000, yet he is reported to have neare as much in cash." Pope sneered at it:

"Helmsley, once proud Buckingham's delight,
Slides to a scrivener or City-knight."

The poetic petulance is an allusion, of course, to the fact that Duncombe was a goldsmith and banker of the City of London in 1672, Lord Mayor in 1708, and Receiver of Customs in the reign of Charles II and his successor. Duncombe had country houses also at Downton in Wiltshire, and Teddington, and he was a patron of Verrio and Grinling Gibbons.

The site of the mansion was well chosen, for below it winds the Rye in a semicircular course, and the terraces overlooking the river are unsurpassable, the whole being a most appropriate environment for a house of Vanbrugh's style. The terraces at the back of the house terminate in temples, formed, in 1758, by Thomas Duncombe, grandfather of the first Baron Feversham. From them are visible the remains of Rievaulx Abbey and some of the finest scenery in Yorkshire. Duncombe Park was described and illustrated in COUNTRY LIFE of February 25th, 1905 (page 270).

DANESBURY DISPOSED OF.

A COUNTRY house that was burned down in the last year or two—Danesbury, Welwyn, Herts—has been rebuilt, and has now been sold, with about 200 acres. The purchaser is a client of Messrs. John D. Wood and Co., and the vendor's agents were Messrs. Knight, Frank and Rutley, in conjunction with Messrs. Hampton and Sons. In July, 1919, on behalf of Lieutenant-commander Reginald W. Blake, R.N., the original mansion was submitted to auction, with 2,000 acres, by the Hanover Square firm, as a sporting estate of nearly 500 acres of woodlands, eight large farms and many small holdings, the house and park, between 300ft. and 400ft. above sea level, being the central feature.

THICKTHORN AND HILLBROOK.

ILLUSTRATED particulars have been issued by Messrs. Knight, Frank and Rutley of the Thickthorn estate, Kenilworth, belonging to Miss Dora C. Schintz, and of Mr. M. F. Yorke's Iver Heath house, Hillbrook Place. Thickthorn, a Tudor style of residence, and stud farm and 211 acres, in a first-rate hunting centre, will be offered at Leamington Spa on March 29th as a whole or in lots; and Hillbrook Place, a modern Queen Anne house and 96 acres, affords trout fishing in the Alderbourne. It is only a couple of miles or so from Denham and Uxbridge. The Alderbourne, a tributary of the Colne, intersects the estate, and there is golfing at Denham and Stoke Poges, which is three miles away.

New Hall, Harlow, the property of Mr. R. H. Vyvyan, is to be sold by Messrs. Knight, Frank and Rutley. The place is mentioned in Domesday. It was rebuilt in 1399, and during the reign of Henry VII was in the possession of the Abbot of Bury St. Edmunds, who broke his journeys to London at this pleasant retreat.

East Dean House, on the confines of the New Forest, was recently offered by auction by Messrs. Knight, Frank and Rutley on behalf of Surgeon-General Sir Henry Hamilton, K.C.B. It has now been sold by them, in conjunction with Messrs. Ellen and Sons.

Pensile House, Nailsworth, in the centre of "good hunting," is to be offered by auction by Messrs. Knight, Frank and Rutley. The stone residence stands in a well established fruit farm of 11½ acres. Belmont, Berkhamsted, also to be submitted by the same firm, in grounds of 1½ acres, is close to the golf course.

Part of Offa's Dyke, the great earth rampart thrown up by Offa in the eighth century, and traversing outlying portions of Leighton and Nant Cribau estates, Montgomeryshire, is to be sold at Welshpool next Monday.

The property to be sold includes a model farm of 270 acres with possession, and several others.

The wonderful variety and high value of the antique furniture and works of art which pass under the hammer of Messrs. Knight, Frank and Rutley, at their Hanover Square Rooms and elsewhere, is shown in a selected and illustrated list which the firm has just issued. A picture for £6,930 is the frontispiece, and other fine objects are a Brussels tapestry at £2,625, and a pair of bronze candlesticks for £735.

CHANDOS HOUSE FOR SALE.

NO finer example of the work of the brothers Adam is to be seen in London than that at Chandos House, Cavendish Square. It exhibits carved mahogany doors, marble mantelpieces and ceilings enriched with medallions by Angelica Kauffmann, as well as exquisitely wrought ironwork of the eighteenth century. Miss "Angel," as she was locally known, lived for some time close to Cavendish Square, in the then not unfashionable Golden Square, on the opposite side of Oxford Street, and complaint was made that the carriages of her patrons obstructed the square; but they were visitors whose presence lent distinction to it, including, as they did, the Dowager Princess of Wales and Sir Joshua Reynolds. Angelica Kauffmann and her second husband, Zucchi, did an immense amount of fine decorative work, and houses, such as that now for sale in Cavendish Square, wherein it has been worthily preserved, have a value, in an artistic sense, which it is difficult to exaggerate. The house, in Messrs. Curtis and Henson's hands for auction at the Mart on May 3rd, is part of that originally designed for the gratification of the ambition of the "princely Duke of Chandos." (It was illustrated in COUNTRY LIFE, June 27th, 1914).

Messrs. Rowland Stuart have disposed of the direct Portman lease of No. 37, Portman Square, to the Japanese Embassy, acting on behalf of Lady Winnifred Renshaw. This, one of the finest houses in Portman Square, is to be used for ambassadorial purposes.

NO. 1, STRATTON STREET.

THE first of the series of auctions of the Burdett-Coutts estates was scarcely a disappointment, inasmuch as it is the exception rather than the rule for a property of the type of No. 1, Stratton Street, to pass under the hammer. At the same time, the formality of auction is justifiable on account of the publicity thus secured, and there is always the chance of biddings reaching the reserve. Mr. Stower did not stress the residential character of the property, commending it mainly as a building site, and suggesting that it was worth approximately £10 a square foot. The lease of the club house is terminable by six months' notice on January 1st of any year, and payment of £2,000, so that the property is practically with possession. The potential purchasers made a cautious opening at just half the estimate propounded for the vendors, and steady bidding took the offers to £140,000, when, after a pause, the freehold was put aside for private treaty. Small premises at present used as stabling, in Stratton Street, realised £5,450, which is cheap enough for any freehold in that favoured district.

Holly Lodge, in the sale of which Messrs. Prickett and Ellis are jointly concerned with Mr. Stower, will be submitted next summer.

MISS FAY COMPTON'S HOUSE.

MISS FAY COMPTON has sold the lease of Spicers, her pretty old-fashioned house at Iver Heath, through Messrs. Harrods, Limited, who have sold Kingsdown House and 6 acres, close to Sittingbourne, to Colonel Kelly, R.E. The firm has also succeeded in selling, in advance of the auction, a modern mansion, known as The White House, Beckenham, in the Jacobean style, with 4 acres.

Dacre Cottage, on the Surrey hills at Chipstead, Broome House, West Horsley, between Esher and Guildford, and Grey Gables, Boreham Wood, are entrusted to Messrs. Battam and Heywood for immediate disposal.

FARMS SELLING WELL.

AS a corrective of pessimistic statements now current in certain quarters, concerning the demand for and prospects of agricultural land, we find that Messrs. Fox and Sons assert that their sales of four farms aggregating 574 acres, for £17,550, reflect a steady enquiry for such property. The firm's total sales in the last fortnight exceed £52,000, including Tiptoe Lodge and 8 acres near Hordle; the freehold modern residence with garage and 1 acre, known as The Hurst, Branksome Park; The Cottage, Grove Road, East Cliff, Bournemouth; and fourteen other houses, with building sites on Boscombe Manor estate.

Sir Howard Frank has in the last few days expressed the opinion that "most farms are still selling well. It is true that prices are not so good as they were last year, but good, well farmed land holds its own."

Sales amounting to £14,000 are announced by Messrs. Parsons, Clark and Bodin, of two farms, one Forton West, 164 acres, near Shrewsbury, and the other, Petthills, near Ashbourne. Both have first-rate houses.

The Malt House, Skenfrith, with the ruins of Skenfrith Castle and a mile of fishing in the river Monnow, has been sold by Messrs. Duncan B. Gray and Partners. Other private sales by the firm include Firs Farm, Hereford, 105 acres; Rossmoor Farm, Storwood, 88 acres; a farm at Melbourne of 75 acres, and other holdings.

MEMORIES OF FIERCE FIGHTING.

CAPTAIN UNWIN, R.N., V.C., has instructed Messrs. Mellersh and Harding and Messrs. James Styles and Whitlock to let Wootton Lodge, Staffordshire, on lease. There Fleetwood was besieged, in 1643, by the Parliamentarians. The house has fine panelling and an early eighteenth century staircase. The mansion, park and shooting are to be let on lease, including some of the exquisite old furniture.

Nearly four square miles of land, on the western outskirts of Scarborough, are coming under the hammer of Messrs. Ward, Price and Co. on March 23rd, including Scarborough racecourse and Raincliffe Woods. As an entirety, or in forty-one lots, the property awaits offers, and some of it has a prospective value for building.

ARBITER.

THE MODERN HOME

A Harrods Exhibition Demonstrating the Truly Wonderful Possibilities of Modern Domestic Science

All who are interested in the development of the Modern, Artistic, Comfortable, Labour-minimising Home, will be greatly interested in Harrods Exhibition 'Modern Homes,' which was opened by Lady Birkenhead on Monday, February 20th.

This Exhibition is designed to prove how (with no more than ordinary outlay) homes can be planned to please not only the æsthetic taste and the desire for comfort and convenience, but to demonstrate also, by the application of modern domestic science, how an existing home can be re-planned so as to dispense entirely with the tedium of household duties.

Inexpensive Furnishing Schemes

To this end Harrods have constructed, decorated, furnished, and equipped no less than nineteen specimen rooms of various kinds, including Dining Rooms, Drawing Rooms, Living Rooms, Bedrooms, a Day Nursery, a Night Nursery, a Model Home Laundry, and a Bathroom. These various schemes provide overwhelming evidence of what Harrods can do in the way of home-building for an inconsiderable outlay. The rooms featured are intended merely to exemplify the possibilities of the Schemes and may, of course, be adapted and modified in any way to accord with individual requirements.

Saving Time—Labour—Money

But mere Schemes of Furnishing may leave a home far from being the economical, labour-saving organisation that modern domestic science makes possible. Much of the toilsomeness of daily housework can be eliminated, and here is clearly shown how such a consummation can be brought about. Harrods 'Modern Homes' Exhibition brings into convenient focus, by showing in actual operation and use, all those electrical and other labour—time—and expense-saving devices that inventive genius has produced in recent years. Vacuum Cleaners, Electric Washers and Ironers, Electric Dish-Washers, Electric Cookers, Fuel-conserving Grates, a remarkable Stove that heats a room, boils water and cooks food all at the same time and at a single expense, improved Kitchen Cabinets, Stainless Cutlery, Cooking Appliances, and Ovenware—all are seen featured in this Exhibition.

Expert Advice Free

During this Exhibition, experts in all branches of home-building science will be in attendance and will gladly discuss with visitors any particular problems, offering advice and making suggestions entirely free of charge or obligation. The Exhibition is being held on Harrods Second Floor and centres round a spacious and comfortable Palm Lounge where visitors can make appointments to meet their friends, or rest and take notes. Immediately above is Harrods Georgian Restaurant, where dainty Luncheons and Teas are served daily.

Harrods Book of Suggestions

Harrods extend a cordial invitation to all to pay a personal visit to this remarkable Exhibition; but to those living at a distance, who find such a visit impracticable, Harrods will gladly send free a copy of their recently-published Book on 'Modern Homes,' illustrating the various schemes with a series of magnificent colour-plates.

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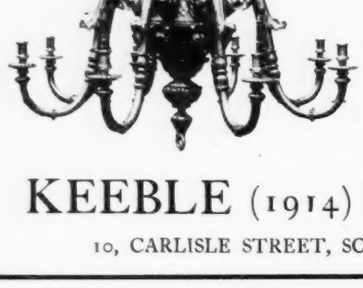
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THE ESTATE MARKET

KNEBWORTH AND BROOME TO LET

KNEBWORTH HOUSE is to be let furnished, for three years or longer, with 1,500 acres of partridge shooting. Lord Lytton's Hertfordshire estate was described and illustrated in COUNTRY LIFE (Vol. I, page 694; and Vol. XIX, pages 486 and 522). The House consists of the fourth side of a quadrangular structure of Tudor date, with additions made by Lord Lytton in the year 1883. From the Norman Conquest until the reign of Henry VII Knebworth was fortified. In the time of Henry VII Sir Robert Lytton acquired the estate and began the building of the mansion, utilising part of the ancient fortress as its front. A castellated parapet and turrets, surmounted by cupolas and a lavish ornamentation by armorial devices distinguish its exterior. Within, it is full of fine features, including a noble banqueting hall having an Elizabethan oak screen and minstrels' gallery and panelled wainscoting by Inigo Jones. That "Good Queen Bess" was entertained there by Sir Rowland Lytton is recalled in "Queen Elizabeth's Chamber."

As it stands to-day Knebworth is a large two-storeyed mansion of the early sixteenth century of brick and stone with plasterwork. The three wings were demolished, having got into a ruinous state in 1811. What was the west wing is the present older portion. It was reconstructed in the seventeenth century, and it is possible to form an idea of the originally extensive structure which stood there, notwithstanding the severe alterations that the place has undergone. The hall ceiling is of very early seventeenth century design, and was probably put in under an open timber roof. It is coved and has a moulded cornice, and principals with carved grotesque brackets. The screen, of about contemporary origin, is in three bays divided by Herm caryatides, that is, as everyone knows, a square tapering column with the representation of a human form emerging from the top of it.

Bulwer-Lytton in his Autobiography refers to one odd apartment which formerly existed at Knebworth. It had no doors or windows, and could be reached only through a trap-door in the Long Gallery: "How could I help writing romances when I had walked, trembling at my own footsteps, through the long gallery with its ghostly portraits, mused in those tapestry chambers, and peeped with bristling hair into the shadowy abysses of Hell-hole?" The wonderful wealth of curious and antique furniture and works of art for which Knebworth has always been famous is mentioned many times in the Autobiography, for instance, "no Lytton in his senses would have bought so heavy a gew-gaw" as the "great table with slabs and legs of solid silver, the gift of some grateful king to his counsellor." The interest of Knebworth is by no means wholly in the remote past, for there its noble owner, who made something of a name for himself in Literature, was glad to entertain Dickens, Douglas Jerrold and other comparatively recent and indisputably eminent authors. That was Edward Bulwer, who died in 1873. Assuming the additional name of Lytton, he was created a Baron in 1866.

The gardens are a glory of Knebworth, and there is a large area of glass, including vineries and peach houses. From the standpoint of a tenant contemplating hiring the house it may be added that it is well equipped, with electric light, central heating and certified sanitation, and that there are ample stables and garages.

LORD KITCHENER'S SEAT.

BADESLADE'S "Views of Seats in Kent" contained a fine perspective drawing of "Broome, the Seat of Sir Basill Dixwell, Bart." It was reproduced in COUNTRY LIFE of July 6th, 1907, in Mr. H. Avray Tipping's article on "Broome Park, the seat of Sir Percy Oxenden, Bt." In 1911 Broome became the property of Field-Marshal Lord Kitchener. The mansion is now to be let with antique furniture for a term of two years at a very low rental.

In 1634 Sir Basil Dixwell laid out the park, and in the following year and for three or four after that the building of the house went on, no doubt according to rough plans obtained from an architect in London and elaborated by local craftsmen. In 1750 an Oxenden of Dene inherited it, and in a very few years its new owners showed a preference for Broome which resulted in the decay of Dene.

In 1778 James Wyatt was retained to improve and enlarge the mansion, and though some of his alterations of the old H-shaped mullioned house are regrettable, there is evidence at Broome in much of what he did that his taste was then "pure and elegant," notwithstanding that elsewhere and at another period of his life he so dealt with famous buildings as to earn the epithet of "The Destroyer."

Broome Park came under the hammer at the old City Mart in 1908 by order of the second mortgagee, an estate of 5,408 acres, and the entry on our copy of the original particulars of sale is that it was "Sold for £25,000 and mortgages, *i.e.*, £55,000." Early in 1911 Lord Kitchener bought the mansion and park, and there he spent the all too limited periods of his leisure until midsummer, 1914.

MOSELEY COURT AND TOAT.

MOSELEY COURT and 32 acres and other freeholds, altogether 300 acres, at Bushbury, Staffordshire, are to come under the hammer of Messrs. Knight, Frank and Rutley, in conjunction with Messrs. Bagshaw and Sons, at Wolverhampton next Monday afternoon in fourteen lots, including Moseley Old Hall, with its exquisite old panelling, and the secret room in which Charles II once lay in hiding.

Old oak beams and panelling are shown to great advantage in the illustrated particulars of Toat, a house which dates from the year 1616, three miles from Pulborough, to be sold at Hanover Square on April 11th. The 464 acres are intersected by the Arun, and there are 50 acres of woods, the whole being a first-rate shooting, boating and fishing, and hunting estate. On the property, famous for its herd of Friesian cattle, is a curious old stone memorial, a landmark for miles around, designated the Toat Monument. If the whole is not sold there will be four lots, the house and 140 acres, and three of 124, 129 and 71 acres. Mr. E. Sehmer is the vendor.

Captain F. W. Ramsden has decided to dispose of Willinghurst, Shamley Green, with 720 acres, and has instructed Messrs. Knight, Frank and Rutley to offer the property by auction during the season.

Mr. R. Carruthers Ballantyne is selling Holylee in the valley of the Tweed, extending to 3,500 acres. There is a mile and a half of fishing in the river.

Harvieston, Midlothian, twelve miles from Edinburgh, is to be offered by auction by Messrs. Knight, Frank and Rutley. It extends to 103 acres, and includes a moderately sized house.

ADAM ARCHITECTURE.

IN connection with the impending sale of Chandos House, Cavendish Square, announced in COUNTRY LIFE last week, it may be mentioned that the sixth chapter of Mr. Arthur T. Bolton's great forthcoming work on "The Architecture of Robert and James Adam" (to be published by COUNTRY LIFE) will embrace "Three typical Town Houses: Chandos, 1771; Wynn, 1772; and Derby, 1773." The Curator of the Sir John Soane Museum has already devoted nearly ten years to the preparation of the work, which will form a complete and unique survey of the architecture, decoration and furniture of the famous Adelphi Brethren. Illustrated prospectuses of the two volumes may be obtained on application to the office of COUNTRY LIFE. There will be about 700 illustrations, plans and drawings, and as many as 400 names of the clients of the Adam Brothers, schedules of prices of many of their buildings, and examples of their style never before published. It has been truly remarked that "The Churches of Wren and the Houses of Robert Adam hold their place." In the illustrated article on Chandos House in COUNTRY LIFE of June 27th, 1914, Mr. Bolton esteems it as "another fine Adam house, and one which was of considerable importance in the development of his ideas, both in planning and decoration." Messrs. Curtis and Henson are the agents entrusted with the sale of Chandos House.

FENTON HOUSE.

FENTON HOUSE, Hampstead Heath, a property of the Queen Anne period, in a garden of 1¼ acres, has for the second time in recent years changed hands through the medium of Messrs. Hampton and Sons. Messrs. Goldschmidt and Howland acted for the purchaser. The house has powder closets and other old-world attributes, and at one corner of the high brick wall which encloses the garden is a pair of artistic wrought-iron gates which, somewhat recessed and concealed by a modern and rather ugly fencing, are worth bringing into their original prominence.

The perfectly appointed modern town mansion, No. 4, Devonshire Street, Portland Place, has been sold before the auction by Messrs. Wilson and Co. Brittany Lodge, Edwardes Square, Kensington, has changed hands through Messrs. Harrods, Limited, in conjunction with Messrs. Hampton and Sons. Elmgrove, 30 acres at Kingsclere, is one of Messrs. Harding and Harding's private sales. Mr. Duncan Bowerman has disposed of Appleshaw, Compton, Sir Charles Nepean's place near Winchester.

VERT AND VENISON.

THE value of New Forest properties is not definable in terms of the actual acreage only, for there are rights of turning out horses and stock which enable quite a small place to carry a good head most profitably. With an eye to this privilege some owners have equipped their buildings with plant for feeding and managing livestock, and they do very well indeed out of it. There is one such freehold in the beautiful Burley neighbourhood, called Brookside, now for sale with possession by Messrs. Jackman and Masters of Lymington. The actual area is seven acres, being five of pasture and two of orchard and garden, and the pretty little house is sheltered by stately trees, so that it has all the qualities of a pleasant home, where, if he wishes to do it, its possessor can make quite a good income.

Mr. Philip Lyle, who bought Elmer, a Leatherhead estate of 25 acres, three years ago through Messrs. Dibblin and Smith, has sold it, the same firm acting again, and they have shortly to offer the old Elizabethan house between Redhill and Horley known as the Mill House, Salfords, for the late Mr. Charles Filmer's executors; also Greywell House, Woking, on behalf of Mrs. Neville O'Brien; and Hazelby House, Kingswood, near Walton Heath, for Colonel Bersey, with the tennis courts, which alone cost £3,000.

Foxlease Park, Lyndhurst, the Hampshire house and 80 acres, has been given to the Girl Guides as a training centre by Mrs. Saunderson, daughter of the late Mr. John D. Archbold, formerly president of the Standard Oil Company of America, in commemoration of the marriage of the Princess Mary, Viscountess Lascelles.

HALLATON HALL.

HALLATON HALL, near Market Harborough, has been sold since the auction by Messrs. John D. Wood and Co. It is a hunting-box where one can go out on Monday with the Woodland Pytchley or Mrs. Fernie's, on Tuesday with the Cottesmore, on Wednesday with the Belvoir or Pytchley, and on the other three days of the hunting week with the Quorn, Mrs. Fernie's or Pytchley. The Hall, 360ft. above sea-level, has a finely panelled dining-room and a drawing-room in the Adam style. The window frames of the music-room were originally in the old Houses of Parliament.

Rush House, Farnborough, an early eighteenth century residence with panelling, the original doors, and 4 acres of old-world gardens, has changed hands through Messrs. Dibblin and Smith, who are to sell the antique furniture and works of art in the mansion next Tuesday and Wednesday.

Wymering Lodge, Farnborough; Danes House, Woking; and Pinewood Cottage, Frensham, have been sold by Messrs. Battam and Heywood. A further portion of Woodford estate, near Stockport, has been disposed of by Messrs. Parsons, Clark and Bodin, being 94 acres and a house and buildings, for approximately £4,000.

Next Thursday at Scarborough about 2,500 acres of the Raincliffe estate in the outskirts of the town are to be submitted as a whole or in forty lots by Messrs. Ward Price and Co., with possession of nearly every lot on completion of the purchase. In addition to the racecourse there are Raincliffe Woods, with the delightful "Lady Edith's Drive," Seamer, Irton and East Ayton Moors, and small lots, such as Beacon Tower Wood, of just over an acre.

ARBITER.

Eiremal
(Hear them all)

Telemal
(Tell them all)

I have never used a *nom-de-plume*, although, as my many readers know, I have to plead guilty to having filled many quires of paper with my scribble — this same scribble has been described by a leading banker as "beautiful and instructive pen-pictures." On pages 152–5 of the current issue of the *Connoisseur* there appears a very able article by "Eiremal," which, read backwards, my readers will see is nothing more nor less than the name of the famous seventeenth century silversmith—Lamerie. The article was not written nor even inspired by me, neither have I the slightest clue to the identity of the author. Although the beautiful photographs reproduced the contents of the silver Dressing Case collected on one of my motor tours last December, and sold by me by auction in my rooms at Calder House for £3,300 on December 15th, I had no idea that this had been done. The article simply stated that the case had recently changed hands. Well, I was the auctioneer, and the buyer's name appeared in the Press a day or so after the sale. By the way, the great newspapers kindly give publicity to the results of my sales, but an incorrect statement was made in recent issues when it stated one of my sales had reached £1,668, whereas eleven lots produced this sum and there were 280 lots in the sale. I am wondering if a slip was made in the report of a silver sale held near by last week. It was reported that £8,600 was realised, but as the six principal lots only reached £1,782 7s., I am inclined to think the £8,600 was the total of sold and unsold lots—quite a different thing. Anyway, it is interesting to notice that one of the six principal lots illustrated in the catalogue had been previously sold at one of my sales.

Emulating the practice in the Newspaper world, I have been crowing about my net sales, and stated that during the past few years I had sold more jewels and silver than all the other London auctioneers put together. Not so very long ago it was reported in the Press that a row of pearls was sold for £50,000. Really it was bought in, and I believe sold afterwards by private treaty at a price which did not transpire. Anyway, the owner lost at least £16,000 by not accepting the offer of £66,000 made for it at one of my sales. *Truth* says of the advertiser:—"Nowhere else will you get a better price." What other auctioneer has ever sold as I did a single stone lady's diamond ring for £3,965; a single emerald, £5,000; a single diamond pendant, £7,300; three engravings for £1,275? It matters not whether it is antique furniture, porcelain, pictures, collections of postage stamps; write to me at once and ask me to call with my art expert. For a minimum fee of one guinea, or for an agreed fee, you will learn what one or more of your possessions will realise at my successful auction sales, held every week. My calls this week will include Alverstoke, Bournemouth, Swanage, Yeovil Sidbury, Budleigh Salterton, Plymouth, Ivybridge, Redruth, Port Isaac, Bude, Bridgwater, Weston-super-Mare, Clevedon, Bristol, Bath, Salisbury, Winchester. Think of it, for just a guinea fee (rarely more) you can have the services of two experts who will arrive either by a Rolls-Royce or a special Daimler. I never tire of telling how the newsvendor at Harlington, Middlesex, gave £10 5s. for two silver mugs at a local auction sale, when someone whispered in his ear, "Take them along to Hurcomb's sale, you will get over £100 profit there." Within a week I resold them, the lucky buyer clearing £110 on his purchase. At a sale in Essex, not a month ago, a lot (call it porcelain) sold for less than £20. The buyer brought them to a sale room near by. Result, over £1,700. Surely truth is stranger than fiction! Don't take a bit of notice of any old-fashioned banker or lawyer who tells you disparagingly "that is the man who advertises." Reply that after all your friends have told you and what the Editor of *Truth* has affirmed as to my "wide and honourable reputation," you have perfect trust and confidence.—WILLIAM EDWARD HURCOMB, Calder House, (corner of Dover Street), Piccadilly, W. 1.
'Phone: Regent 475. **Hurcomb.**

A TAPESTRY OF THE GOLDEN FLEECE

LANDSCAPES BY ROWLANDSON. COINS, PATTERNS & PROOFS.

THE sailing of the Argonauts or the story of Jason on the quest of the Golden Fleece ranks almost with the Odyssey and the Iliad as a world story. It became a favourite subject for early tapestries under various titles, the most common being the "Story of Jason," of which there are two tapestries mentioned in the Burgundian inventory of 1420. These may have influenced Duke Philip the Good when he founded the Order of the Golden Fleece. Another figures in the inventory of Anne of Brittany in 1475, and two very old tapestries, wrought in gold, were in the collection of the Emperor Charles V of Spain in 1536. There was also a set of eight pieces of "Jason, that wan the goldin fleys" in the Scots' Crown wardrobe in 1535.

Part of a tapestry of the "Story of Jason," woven about 1500, is in the possession of Messrs. Gregory of Old Cavendish Street, W. Formerly the property of Lord Zouche at Parham, near Pullborough, it represents an important scene in the history of Jason. In the foreground floats the renowned "Argo," and in the stern stands Neptune. The deep rose of his robe, which bears the inscription NEPTUN in Gothic letters, is enhanced by a richly patterned collar. To his right grow oaks and a pomegranate tree. Argo was favoured by Neptune and by Eolus, King of the Winds, who stands on the right of the vessel holding up a sail-like drapery. His is a splendid figure, crowned and clad in a blue garment richly patterned and inscribed BOLO. Between him and Neptune are three heroes, one of whom holds a mace, while his surcoat bears the almost obliterated legend HERCULES. The other two may be Castor and Pollux, Theseus or Orpheus or others of the glorious band of adventurers. In the middle distance are two running men and a woman whose attitudes and backward glances indicate fear of pursuit from a distant palace. These may represent the flight of Medea, with her younger brother (the ill-fated Absyrtus) and Jason. Whether that is the case or not, the deep rose scroll along the top bears the words in Gothic text, IASON AD TERRA(M) TRIANORU(M) VENIT FAVORE DIARU(M) VENTUM (?). The tapestry, which is of a beautiful colour—rose, deep blue, soft greens, cream tints and greys—measures 6ft. 6ins. in height by 8ft. in width. Here also are the five large tapestries, formerly in Wentworth Castle, representing the "Story of Dido and Aeneas," woven by M. Wauters from cartoons by J. F. Romanellus, who died in 1662. Of the uniform height of 13ft. 6ins., they vary in width from 5ft. 3ins. to 17ft. In the Imperial Vienna Collection is a set woven by the same tapissier from the same cartoons, the tapestries being the same height, but there are eight subjects, while the Royal Collection of Sweden contains three similar panels.



PART OF A TAPESTRY OF THE "STORY OF JASON," *CIRCA* 1500.

Messrs. Christie will sell Chinese porcelain and objects of art belonging to Mr. Reginald Cory on March 21st. There are fine Ming vases, exquisite eggshell plates with ruby backs, and most important hardstone carvings, including one splendid green jade cup and cover of graceful proportion, and a large rock crystal vase of flattened shape with figures of birds and animals. On the day following they disperse a collection of Battersea enamels, the property of the late Colonel Wetherby, among which is a casket of fair size beautifully enamelled with a garden scene, musicians and a promenading lady and gentleman. Sprays of flowers are scattered over the white ground of the sides. Decorative furniture and porcelain, inclusive of very fine plates in blue and white, the property of the late Mrs. Caroline Harrod, will be dealt with by Messrs. Christie on March 23rd, and on the following day they sell some fine drawings by Thomas Rowlandson from the same collection, with other properties. The Rowlandsons' include "The Castle Inn, Hampton Court," showing ladies having a repast under trees, boats on the river, and a view of the Palace over the distant trees; "Old Putney Bridge," "The Fox and Hounds," "A Thames Scene," with church and trees; "The Ford." "Launceston Market-place," signed 1821; and "Antwerp." There are also two beautiful water-colours by Cruickshank.

Of the first importance is the collection of British and Colonial coins, patterns and proofs from the reign of George III to the present time, which will come under the hammer at Messrs. Sotheby's from March 27th to the end of the month. It is part of an unequalled collection of nineteenth and twentieth century coins formed by a nobleman recently deceased, and contains extremely rare examples, many being unique. There is a rare series of pattern five-pound pieces by Pistrucci, and a set of two-pound pieces, accompanied by copies of letters by Pistrucci, giving interesting details of the work and his difficulties with Mr. Wyon. Here is the pattern five-pound piece (1829) struck by the latter and said to be the finest medallic portrait of the King. Some of the patterns were struck in different metals, as the undated penny of George III in gold, and the penny, halfpenny and farthing, 1864, in gold. There is a fine series of patterns of 1831, showing Queen Victoria as Una leading the British lion. To many of us the specimen English tokens and the countermarked Spanish dollars will appeal, while to Colonials the British Columbian twenty-dollar piece, the countermarked coins of the West Indies and Australia, as well as the gold Australian ingots, will possess special interest. From March 20th to 23rd Messrs. Sotheby will sell books with a few illuminated and other manuscripts, including the working library of Sir C. Hercules Read, LL.D., and other properties. D. VAN DE GOOTE.

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All Antiques have been transferred to the extensive Showroom in basement of building opposite—Ulster Chambers, 168, REGENT STREET, the modern section remaining at 161, REGENT STREET.

THE BUILDING EXHIBITION

FROM THE STANDPOINT OF THE COUNTRY HOUSE OWNER

THE Building Trades Exhibition is of interest to the country house owner not only in respect of matters affecting the comfort and convenience of his own household, but also in connection with the many affairs involved in the upkeep of an estate. Under the skilful direction of Mr. H. Greville Montgomery it has a long-established reputation as a serious exhibition in which nothing catch-penny, nothing in the nature of sideshows, is allowed to find place. Primarily it is an exhibition for architects, builders and surveyors, but since everybody now has so keen an interest in house-building and kindred problems, the general public are attracted equally with those professionally concerned. It matters not whether one is disconcerted by a damp wall or a smoky chimney, a coal-devouring grate, a wasteful cooking system, or an inefficient hot-water apparatus; whether one's mental equilibrium is being upset by devastating decorations or by a lighting bill that swallows up money inordinately—at the Building Exhibition can be found a remedy. On reflection it will be realised that efficiency and pleasurableness in one's surroundings have a psychological influence. Taste is in great measure formed by an intelligent comparison between what is good and what is inferior; and an appreciation of efficiency depends largely on the opportunity to assimilate what modern enterprise and ingenuity have prepared. The need is often not realised until the opportunity to satisfy it presents itself. Such opportunity the Building Exhibition provides so fully that, after a single visit, the layman finds the whole question of construction, equipment, adaptation and decoration simplified. He has but to roam from exhibit to exhibit, to study things in relation to his individual needs, and thereby in a wonderfully short time he arrives at precisely what he seeks.

It has been the practice in the past to hold the Exhibition at Olympia at intervals of two years. The war, of course, intervened, but in 1920 the series was resumed. Last year the Exhibition was also held, and this year it has been considered proper to have it again. This, the thirteenth of the series, is to be opened at Olympia on Tuesday next, April 11th, at noon, by Mr. Paul Waterhouse, President of the Royal Institute of British Architects, and will remain open for a fortnight, up to and including Thursday, April 27th.

A summary of some of the principal things at the Exhibition that are of interest to the country house owner is given below.

Taking matters in their proper order, we will consider first the exhibits of a structural kind.

THE FABRIC OF THE HOUSE.

Brick, in most cases, is still the readiest material to hand, and so far as facing bricks are concerned one can now again get the very best of their kind. A good exhibit of these is to be seen at the stand (No. 194, Row J) of Messrs. S. and E. Collier. Especially to be noted are what are called "Old English facings"—narrow bricks, in mixed colours, which produce walling possessing the good texture and variety of tone that distinguish old brickwork.

Good tiling is no less important than good brickwork. All too often one sees roofs which, though satisfactory from the standpoint of weathertightness, have a crude, harsh look. Attention therefore may be directed to the various forms of roof tiling and slating by Messrs. Roberts, Adlard and Co. (Stand No. 85, Row E). These include tiling in red and mixed shades, some heavy thick green slating laid in graduated courses, grey-green and silver-grey slates, and natural stone roofing.

Bridgwater tiles may be seen at the stand of Messrs. Colthurst, Symons and Co. (No. 185, Row J), and that of Messrs. H. J. and C. Major (No. 180, Row J), and Essex tiles at the stand of Messrs. W. H. Collier (No. 176, Row J), these last including some pantiles of special design to resist the action of driving winds.

Then there is concrete, in its many forms and applications. Anyone who desires information about this manner of construction cannot do better than address himself to the Concrete Utilities Bureau (Stand No. 110, Row F). This Bureau is an organisation for promoting the uses of concrete, and it issues, gratis, a variety of booklets on the subject, among the most recent of these being one on concrete cottages, small garages and farm buildings.

Turning from the general to the particular, we have to note the concrete block-making machines, several of which—for building with wet and semi-wet aggregates—will be shown at Olympia. The newest types of the "Winget" machines are to be seen at Stand No. 127, Row G, as well as the "Nonalike" method of concrete block construction, used in connection with the Liverpool Corporation direct-labour housing scheme, and elsewhere. These "Winget" machines have long since proved their efficiency, and being now obtainable at greatly reduced prices they are likely to be brought into still wider use.

Messrs. Vickers have a portable machine with which 2,000 concrete bricks can be produced by a man and a boy in one day, while with the firm's concrete roof tiling machine a fair output for one man is 1,000 tiles per week. Both these machines will be shown at Olympia (Stand No. 128, Row G).

Another concrete block-making machine is the "Dri-Crete" of Messrs. Stothert and Pitt (Stand No. 42, Row C). This makes blocks with a waterproofed face. The firm also have a machine for making partition slabs of standard size.

WATERPROOFING.

Allied to concrete construction is waterproofing. It is now common practice to use one of the several preparations available for rendering concrete waterproof, thus overcoming the defects which are inevitable, for instance, with a concrete floor or wall made in the ordinary way. "Pudlo" waterproofing powder is well known to everybody connected with building but at the stand of Messrs. Kerner-Greenwood and Co. (No. 46, Row C) demonstrations are to be given with a new testing machine to prove conclusively how effective "Pudlo" is. The most porous wall is rendered waterproof if plastered with cement and "Pudlo," in demonstration of which the stand has a coke-breeze wall faced with ¾in. of waterproofed cement. A stream of water runs over this surface, but the coke-breeze behind remains bone-dry.

Another excellent waterproofing compound is "Ironite," to be shown at Stand No. 102, Row F. There are two methods of waterproofing with "Ironite." The first and most simple is a combination of this cement with Portland cement. These are mixed dry, then made into a slurry, which is applied with a brush. One coat is sufficient to waterproof any wall, saving the cost of rendering. The other method with "Ironite" is to mix the cement into the aggregate. In this way a floor can be formed that is not only waterproof, but will withstand heavy wear without dusting up—a constant trouble with concrete floors.

WOOD PRESERVING.

After bricks, tiles and concrete, comes timber, and woodwork generally. Perhaps there is nothing to which the attention of the house owner can be more usefully directed than to the preservation of timber, for decay (and dry rot especially) is a lurking enemy, and in the case of dry rot it is so formidable an enemy that wholesale reconstruction follows its ravages. This is pre-eminently a case where prevention is better than cure. Hence the value of wood preservatives. One which has been in use for nearly forty years is "Peterlineum," formerly known under the name of "Carbolineum." At Olympia a small pavilion treated with this preparation will be shown at Stand No. 67, Row D. The preparation is applied hot with a brush and penetrates right into the wood, imparting to it a nut-brown tone. "Peterlineum" is an antiseptic, and even white ants will not attack it, nor will the common beetle come anywhere near it. Applicable to wood above or below ground, it is economical in use, one gallon covering from 30 to 50 square yards.

Another well known wood preservative is "Solignum," made by Messrs. Major and Co., who will show at Olympia (Stand No. 104, Row F) two wooden summer-houses treated with their preparation. In one of the houses may be seen the various coloured varieties of "Solignum"—eighteen different tints are used; while in the other house the more usual brown "Solignum" on three-ply panelling will be exhibited. The floors are stained with "Solignum," and it is to be noted that these do not scratch nor wear bare, and they have a fine finish when wax polished. "Solignum" has many points to attract the country house owner. The makers claim that it both prevents and cures dry rot, that it exterminates red mite and other poultry pests, and is a strong disinfectant for animal and bird habitations, in addition to its general merits as a preservative for woodwork under all conditions.

For the easy covering of wooden structures there is "Rok" roofing, to be shown by Messrs. D. Anderson and Son at Stand No. 113, Row F. This has an established reputation for excellence. Also to be noted is the firm's "Hippo" roofing, a cheap ready roofing for all temporary buildings. Messrs. Anderson are also the makers of "Sidol" (Sideroleum), and show some wood fencing treated with this preservative.

Messrs. W. G. Tarrant's exhibit (No. 93, Row E) will take the form of a garden room carried out in half-timber in Elizabethan style, the framework being of English oak used in conjunction with hand-made bricks and tiles from the Rowlands Castle and Cobham brickyards. Within will be shown various examples of joinery made at Byfleet with English timber

An attractively decorated cottage will be the exhibit of Messrs. W. H. Gaze and Son (Stand No. 22A, Row B), colour being largely used in its embellishment, and gilded sun screens being outstanding features. The wall treatment is of veneer panels with black bordering.

Architectural joinery and cabinetwork carried out for the most part in English oak and walnut will be the exhibit of Messrs. John P. White and Sons (Stand No. 183, Row J), who also will show two types of their patent flush doors.

Remodelling Old Houses

The great shortage in houses is making the remodelling of old buildings as attractive to the owner as it has always been to the architect.

The heating of a country house, exposed as it is on all sides to variations in temperature, is essentially the work of the expert.

Efficient heating, electric lighting, modern sanitation, labour-saving devices, model laundries, and all the conveniences which are essential to present day standards of life, will transform a cold, uncomfortable country house into a delightfully enjoyable residence and home.

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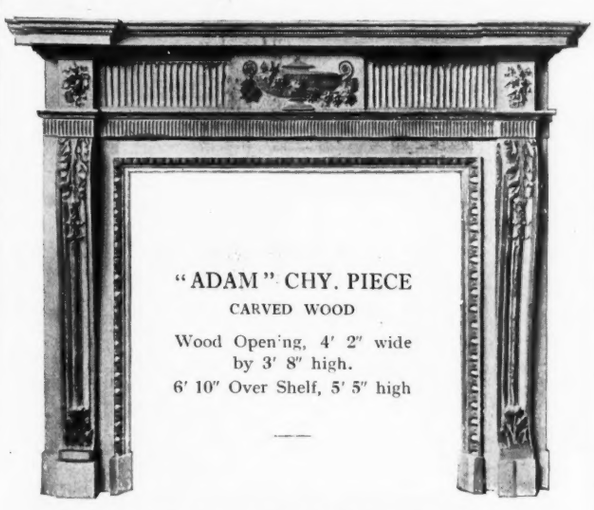
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ASBESTOS CEMENT PRODUCTS.

Next among constructional exhibits are the asbestos-cement products. At the stand of Messrs. Turner Brothers Asbestos Company (No. 163, Row H) will be shown some "Trafford" tiles, 4ft. long and 3ft. 8ins. wide, for fixing to purlins at 3ft. 6in. centres. These reduce substantially the number and size of roofing timbers, and it must be remembered that timberwork in roofs is one of the most expensive items in a building. At the same stand will be shown the "Aegis" asbestos-cement slates and sheets. These are very light in weight, yet have great flexion strength, and effectively withstand the severest atmospheric conditions without cracking or breaking.

Another variety of asbestos-cement roofing, "Poilite," will be shown by Messrs. Bell's United Asbestos Company at Stand No. 87, Row E. Here may be seen a pavilion formed of various kinds of "Poilite," including, in addition to the standard diagonal tiles in red, grey and rust brown, some corrugated sheets, pantiles and Roman tiles. The sides of the structure illustrate the uses of "Poilite" sheets, while the interior demonstrates how the plasterer can be eliminated.

SUBSTITUTES FOR PLASTER.

Substitute materials for plaster have come very much to the front within the last few years. Prominent among them is "Beaver Board" (to be seen at Stand No. 97, Row E). This is a pure wood fibre wallboard that entirely takes the place of lath and plaster. It is obtainable in widths of 3ft. and 4ft., and in lengths from 8ft. to 16ft., and can be quickly erected, giving at once a bone-dry wall surface that can be painted, distempered or otherwise treated. The ordinary variety has a perfectly plain surface, but "Beaver Board" is also made with a tiled surface, adaptable for use in bathrooms especially, and there are black and green boards. Yet another variety is called "Beaver Board Grained"—an imitation of a quartered oak board. Latest of all is the firm's "Bestwall." This consists virtually of large panels of plastered wall ready to put in position, giving an unbroken surface like ordinary lath and plaster.

"SX" Board is another substitute material, to be shown by The Thames Paper Company at Stand No. 140, Row G. This is a fibre wallboard with an attractive matt surface. It can be easily cut or sawn, can be fixed without the help of skilled labour, and when fixed is permanent.

For those who desire panelling with wood showing its natural surface there are the several varieties of ply-wood. "Venesta" (Stand No. 95, Row E) is one of the best of these, obtainable in all varieties of wood and at reasonable cost.

In place of the old lath and plaster one can have an expanded metal called "Trussit," encased with cement mortar, and this is fire-resisting. Its use in country houses is therefore especially to be commended, and not the least point in its favour is that it is within the capabilities of any handyman. For horse-boxes and other estate buildings it has been used successfully. "Trussit" will be shown at Stand No. 94, Row E, by The Self-Sentering Expanded Metal Works, who also will exhibit the application of their material to floors.

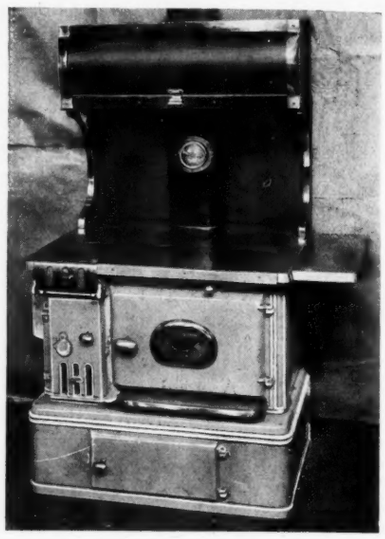
THE NEW COOKING RANGES.

Despite the criticism that has been levelled at the kitchen range, this still claims a foremost place in country houses, but it can only legitimately do so when the range is an up-to-date one. Such is the "Carron" range, to be shown by The Carron Company (Stand No. 220, Row L). This range meets every possible cooking requirement and embodies all the latest improvements, including cast-iron flues (which obviate any risk of unsatisfactory working through badly constructed brick flues), a hot closet with glass doors, a lifting fire, and a pastry oven with glass-fronted door and thermometer above, enabling the progress of cooking to be observed with exactitude; a boiler at the back giving a good hot-water supply.



THE "CARRON" RANGE.

Equally excellent is the "Wellstood" range, made by Messrs. Smith and Wellstood (Stand No. 219, Row L). This also embodies the latest improvements, including, among other features, insulated oven doors, pedal openers and smoke-consuming cheeks. Incorporated with one model of this range is an independent boiler, so that the very fullest demands for hot water as well as the fullest cooking needs can be met.



THE "IMPROVED IDEAL" RANGE.

Among the smaller ranges should be noted the "Improved Ideal," also made by Messrs. Smith and Wellstood. This is a free-standing range with a closed fire for burning anthracite, and its whole body is enamelled, so that it can be kept immaculately clean with a damp cloth, there being no soot and no blackleading.

The "Kooksjoie" is one of the best known new ranges. It will burn any kind of fuel, but is particularly adapted to anthracite, so that it gives a clean hot fire and does away with the troublesome task of flue cleaning. The fire, moreover, can be kept in day and night, and with an efficient boiler at the back a good supply of hot water to bathroom and scullery is assured, as well as the cooking requirements being adequately fulfilled. The newest design of the "Kooksjoie" is to be shown by The London Warming Company at Stand No. 223, Row L. Here also may be seen the "Wifesjoie" in its latest form. With one gas-ring—and not a large one—this will roast, bake, boil, grill and toast, and at the same time heat a ten or fifteen gallon cylinder of water. The makers state that the total consumption is only 35 cubic feet of gas per hour, equal to 2d. with gas at 4s. 6d. per thousand. This surely is the last word in economy. Anthracite stoves of various kinds are also to be seen at this stand, and others—the "Esse" series—at Stand No. 219, Row L. Such stoves are a boon. Everyone who has had experience of them is ready to testify to their convenience and labour-saving merits.

HOT WATER SUPPLY BY GAS.

Among the newest developments in cooking by gas has been the externally heated oven, for which the special claim is made that, as no burners are inside, it offers a more hygienic method of cooking; further, that the juices of meats are retained, that the shrinkage is far less than with an ordinary oven, and that, being entirely enclosed, a more even temperature can be maintained. The "Stimex" cookers are of this kind. Various sizes of them will be shown at Stand No. 13, Row B. Some of the models are small with just an oven and hot-plate, while others are a combination of oven, hot-plate, gas fire, and gas-heated circulator, the cooking and hot-water requirements being thus met by one piece of apparatus. There is no doubt about the convenience of a gas-heated circulator. It is automatic in action, so that after being lighted it looks after itself entirely, maintaining a constant supply of hot water. At the "Stimex" stand is to be seen a piece of apparatus of this kind called the "Little Britain."



THE "VICTOR COMBINATION" BOILER.

A further display on an extensive scale will be that of Mr. Thomas Potterton (Stand No. 63, Row D). Here may be seen in particular the "Victor" boilers, one model of which is a combination of a gas-heated circulator and a coke-fired independent boiler, the apparatus being designed to meet the differing needs of summer and winter. Thus in winter the coke boiler would supply the radiators throughout the house, while the gas-heated boiler provided the hot-water supply. In summer the need for

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radiator heating ceases; the coke boiler therefore would not be lighted, the gas boiler serving the needs; while if in winter, when the coke boiler was alight, an additional supply of hot water were needed, the gas boiler could be brought into play.

For hot-water supply to bath and lavatory basin the geyser makes special claim on grounds of convenience and economy. The "Lightning" and other geysers of Messrs. Ewart (Stand No. 197, Row K) are well known. One of the newer models of these geysers is a small one adaptable for use in a bedroom or over a sink. It should be noted also that it is possible to obtain geysers for operation by oil instead of gas. This is a particular convenience in districts where no gas supply is available. Messrs. Ewart's "Califont" geyser is of a pattern intended to supply the entire hot-water service of the house automatically.

But convenient as gas-heated apparatus is for hot-water supply, it must be acknowledged that in point of running cost there is nothing to equal the independent boiler fired by coke or anthracite. Several varieties of these boilers are to be seen at Olympia. The "Patheater" of Messrs. Jones and Attwood (Stand No. 12, Row B) is one; another is the "Hydresse" (Stand No. 219, Row L), this latter being a very neat and efficient piece of apparatus with a mica door through which the fire can be seen.

HOUSE WARMING.

Turning now to the heating of the house, it is a common complaint about English houses that they are not properly warmed in winter time, and though most of us would be loath to part with our cheerful open fires—even under the utmost pressure we would contend for the retention of at least one for our living-room—it is difficult to withstand the criticism of a system under which we pass from a warm sitting-room to a cold hall and staircase and then to a cold bedroom. It is the express purpose of the International Onepipe Heater (Stand No. 173, Row J) to overcome these deficiencies, and to give a house equally warmed throughout. The installation of this heater is a very simple matter. There are no pipes or radiators, and no alterations to the house are involved. The heater is put in the cellar, fired by coke or anthracite, and the fresh air which is admitted to it from outside is comfortably warmed, then rises throughout the house, the cold air being displaced, falling, and in its turn being warmed. Thus a constant circulation is maintained. The cost of a complete installation approximates about £125, and the running cost is proportionately small.

For room heating gas fires are excellent. Some of the latest kinds will be shown by The Davis Gas Stove Company, and in connection with gas fires it should be noted that as these are now commonly installed as primary heating agents, not as afterthoughts or supplements in a coal grate, the chimney breast can be eliminated, the flue being carried up in concrete blocks built into the wall and terminating in outlets below the eaves. This is the Nautilus Flue Block System, to be seen at the stand of The Davis Gas Stove Company (No. 144, Row H).

A gas heater that has attracted much notice of late is the Lawson (Stand No. 11, Row B). The makers claim it to be odourless, and as it is a portable heater one can place it in any desired position in a room.

In the matter of house grates, recent developments have been chiefly towards getting the utmost service from one fire by so arranging it that hot water and cooking needs can be met at the same time, and yet the pleasure of the open fire retained. This is what the "Interoven" stove achieves, a turn of a lever changing it from an open fire to a closed one. It will be seen at Stand No. 206, Row K. Another combination of the same kind is the "Eagle," and one model of this new grate is a gas and coal combination, there being a gas hot-plate at the side which can be used for boiling when the fire has burned low or when it is not alight. Still another combination of the sort, and one which is commendable for its good design, is the "Osborne," to be shown by The Falkirk Iron Company (Stand No. 16, Row B).

Among grates the "Florence" Boiler Grate should be noted at Stand No. 223, Row L. It is one that burns anthracite as an open fire, and there is a boiler at the back that will heat two or three radiators.

Lighting fittings, though much improved in design, are often garish and in bad taste, but the possibilities of right treatment are infinite. Messrs. Tredegar's stand (No. 55, Row D) will offer a very convincing display of this. Here may be seen a large selection of electric light fittings suited to rooms of good character.

DECORATIVE MATERIALS.

This is the season of the year when the decoration of the house is under immediate consideration. The exhibits of paints, distempers, wallpapers and other coverings are therefore of special interest. They are, however, so numerous that it is extremely difficult to pick and choose between them, for the processes of manufacture have been so perfected that the products of all the well known makers have reached a uniformly high level. We must content ourselves with briefly referring to some of them. "Emaillite" flat wall finish is a new product to be shown by The British Emaillite Company (Stand No. 130, Row G). It is an oil paint costing little more than distemper and gives a surface which the makers claim will not powder. "Heloin" is an enamel with a rich lacquer effect. It is made by Messrs. Hadfield (Stand No. 88, Row E). Another oil paint,



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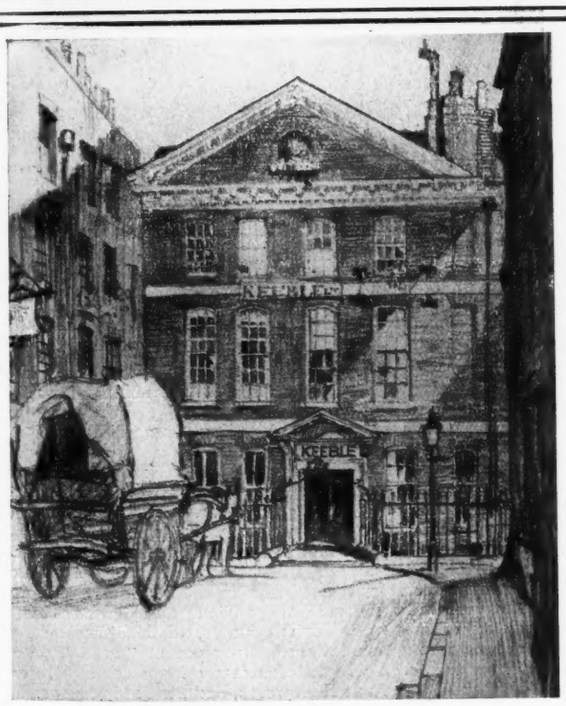
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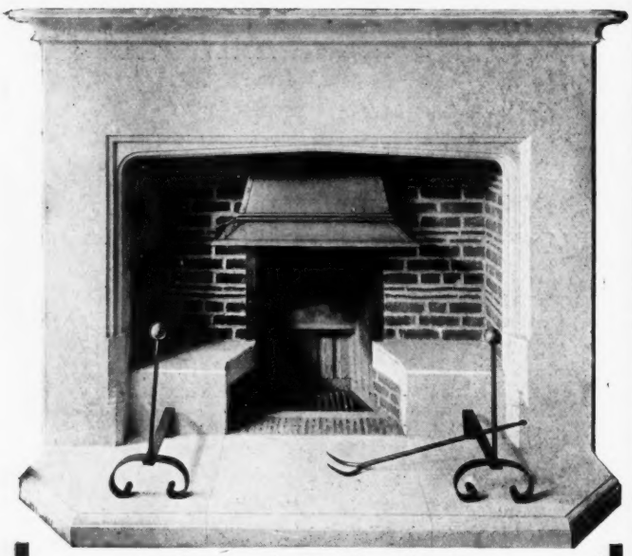
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ft.	in.		ft.	in.		£	s.	d.
9	5	×	6	3	... ...	7	7	0
9	11	×	8	0	... ...	12	6	0
10	5	×	9	3	... ...	14	16	0
11	1	×	8	3	... ...	14	3	0
12	7	×	9	5	... ...	14	17	0
15	3	×	10	7	... ...	22	17	0

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ft.	in.		ft.	in.		£	s.	d.
6	2	×	4	2	... ...	4	4	0
6	8	×	4	4	... ...	5	5	0
7	8	×	5	4	... ...	7	7	0
8	6	×	3	8	... ...	10	10	0
9	6	×	4	0	... ...	10	10	0
10	2	×	4	0	... ...	12	12	0

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6	0	×	3	0	from	0	18	6	9	0	×	6	0	from	3	10	0
7	0	×	4	0	,,	1	12	6	10	0	×	7	6	,,	5	10	0
8	0	×	5	0	,,	2	5	0	12	0	×	9	0	,,	7	10	0

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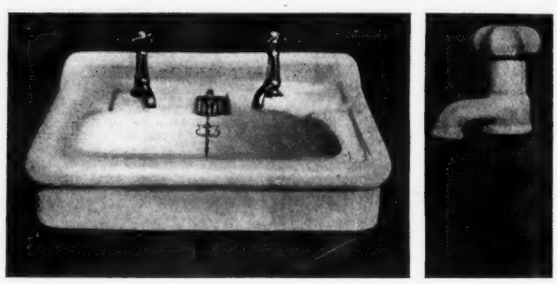
applied like distemper is "Keystona." The makers are Messrs. Heffer, Scott and Co. (Stand No. 146, Row H), who also have some wallpapers of fine pattern and colouring. Messrs. A. Sanderson and Son (Stand No. 108, Row F) will show modern wallpapers of special character, one of these, called "Calotex," being of canvas with a waterproof backing; another, "Tekko," produces a silk effect; while others are reproductions of Japanese canvases in gold and colours.

"Muraline" and "Muraprime" are two of the several specialities of Messrs. Walter Carson and Sons (Stand No. 203, Row K). The former is a perfect water paint, the latter an effective priming for old and new porous walls.

Among the paints and preparations for structural rather than decorative use may be noted the Cuirass products (Stand No. 224, Row L), comprising anti-corrosive paints and liquids for rendering damp walls waterproof; "Rufoid," a plastic composition for concrete and asphalt roofs, and a liquid called "Slatex" which can be applied with a brush to slates, asbestos or felt roofs in need of repair, setting as a thin mackintosh covering which rain cannot penetrate—both these made by The Graphite Oils Company; and "Protex," another preparation for waterproofing walls, made by Messrs. George M. Callender and Co. (Stand No. 65, Row D).

THE BATHROOM.

If there is one room in the house more than another where colour can be indulged in, it is the bathroom. Ordinarily a pure white scheme is adopted, and this has a hygienic appearance, but it also conveys the feeling of chilliness, especially if the bathroom happens to face north. Treatments with colour are to be the outstanding feature of the exhibit of Messrs. Doulton and Co. (Stand No. 131, Row G). Here, in addition to a large display of baths, sinks and sanitary fittings, will be shown a series of bathrooms in which the firm's "Keramos Colourware" is prominent. This ware is carried out to accord with various schemes, a particularly attractive set being the "Beta" in cerulean blue. The sanitary appliances of the firm include many items of equipment which tend to reduce labour. In this connection especially may be mentioned the porcelain-enamelled taps. These are either of cast iron on which the enamel is fired



DOULTON'S "VULCANWARE" LAVATORY AND PORCELAIN-ENAMELLED PILLAR VALVE.

hard, giving a vitrified surface like that on a bath, or are of ordinary fired enamel. The latter process produces a neater looking fitting, but has not the wear in it that the former has, though for ordinary taps to lavatory basins the fired enamel taps are quite satisfactory. There are also some admirable nickel-plated taps with smooth sleeves that overcome the almost impossible task of cleaning the tap with the familiar hexagonal nut and shoulder.

Another item of equipment calling for special mention is Messrs. Doulton's cistern silencer. This is a very simple piece of apparatus that can be fitted to any w.c. cistern or tank, and it entirely eliminates the filling noise which is so disturbing in a house. Other exhibits of interest are a cantilever bracket for supporting sinks and lavatory basins, with a web slotted to take towel rails; and a removable basin which rests on four wooden rollers on the rim of a bath, this latter being intended for those who have no room for a fixed lavatory basin in a bathroom.

At Stand No. 61, Row D, Messrs. Tuke and Bell will have an interesting exhibit of injectors, pumps, distributors, etc., for sewage and water installations. Their patent "Ideal" sewage distributor has been adopted for many large country houses, notably Lord Lytton's at Knebworth, and Sir Philip Sassoon's at Lympne.

The "Chaine-Helice" elevator, for drawing water up from a well, will be the principal exhibit of Messrs. Boulton and Paul (Stand No. 179, Row J). The apparatus consists of an endless chain surrounded by a coil of wire. The chain is suspended from a grooved pulley, which is set in motion either by hand or motive power and is kept taut by a counterweight pulley hanging freely in the loop at the bottom. By these means the water is raised to the surface, being thrown off by centrifugal force and caught in a tank. The amount varies with the size of the apparatus. The smallest size will deliver 150 gallons per hour by hand from a well 18oft. deep. This apparatus can also be worked by a horse or other animal walking in a circular track.

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Sutton's Large-flowered Salpiglossis

'THE FINEST ANNUAL AT CHELSEA.'—

If there was one annual that stood out above all others at the Chelsea Show it was surely the Salpiglossis shown in Messrs. Sutton's premier exhibit. The colours varied through shades of yellow, red and purple, and the richness of the tinting was enhanced by a deeper veining. The plants shown were quite four feet in height and made a grand display of bloom.'—*The Garden*, June 4, 1921.

Sow in April in the open ground where the plants are to remain, taking care to thin severely.

Salpiglossis also make charming pot plants for the greenhouse and conservatory. For this purpose seed should be sown in August or September.

Blue and Gold	per packet,	**1/6 & 1/-**
Golden-Yellow	" "	**1/6 & 1/-**
Crimson, Gold veined	" "	**1/6 & 1/-**
Rich Purple	" "	**1/6 & 1/-**
Six varieties, separate, our selection.		**4/-**

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HOUSE EQUIPMENT.

The exhibits at Olympia are to be largely structural in character, but a certain number will have relation to the everyday working of the house, and among these will be the exhibit of The Staines Kitchen Equipment Company (Stand No. 79, Row E). Everything that is latest in kitchen and scullery appliances is here to be included, and once again will be shown the "Staines" sink. One could not wish for a better sink than this. It is made either with teak or porcelain tubs, and is divided into three parts, the left-hand portion being for washing-up in hot water, the right-hand for rinsing in cold, an overflow section in the middle taking away the grease. The sink is fitted with swivel taps, and has ample teak draining boards on either side.

For the cleaning of the house a vacuum apparatus of one kind or another is now generally regarded as essential. Portable vacuum cleaners are legion, and call for no more than passing mention, but it is being increasingly recognised that the ideal arrangement is to pipe the house for vacuum just as is done for gas. One has a little motor operating plant in the basement, and vacuum points are arranged throughout the house. A plant of this kind will be shown at the Exhibition by the British Vacuum Cleaner Company (Stand No. 221, Row L), while another plant of the same kind is that of The Sturtevant Engineering Company (Stand No. 91, Row E).

Among the minor troubles of a house is the effective fixing of brackets, shelves, coat hooks and other fittings. Plugging with wood generally results in unsightliness, if not in disaster, but the advent of the "Rawlplug" saves the situation. The "Rawlplug" (to be seen at Stand No. 53, Row D) is a fibre tube which is placed in a hole made by a tool specially provided for the purpose. This tube expands when the screw is inserted and turned home, and a perfectly secure and neat fixing is thus ensured.

Another house trouble—sometimes a disaster—is concerned with sash cords. These have a habit of breaking, and often there is a difficulty in operating the sashes with ease. Both these troubles are overcome by the Rhodes system, which employs steel chains that pass over teeth pulleys and are attached to the ordinary sash weights. These are to be seen at Stand No. 182, Row J, where the makers will also show rustless steel chains for use with ordinary existing pulleys.

Floors and staircases present defects which call for remedy too.

For the polishing of parquet or other wood floors one could wish for nothing better than "Ronuk." So generally, indeed, has this been adopted that the proprietary name has become a household word. "Ronuking" is simple, requiring no other apparatus than suitable polishing pads; but it may be mentioned that in cases where there is a good deal of floor surface to be kept polished the makers undertake this work in all parts of the country. At their stand (No. 109, Row F) will be an exhibit of woodwork that has been finished by their own trained workmen, and it should be noted that in this case the floor consists of ordinary deal blocks.

The jointless floors, which consist chiefly of magnesite cement and sawdust, have been made use of extensively in recent years. They have, however, drawbacks in some cases, certain varieties of this type of flooring showing a tendency to crack and pulverise. The "Granwood" floor blocks are claimed to be free from any such defects. They constitute a non-magnesite composition parquetry, and make a floor which is pleasing in appearance, quiet to tread upon, warm and durable. These blocks are to be seen at the stand of The Granwood Flooring Company (No. 82, Row E).

A good dance floor is a desideratum in any country house, and there is a means of securing it by using the "Valtor" system. This makes use of steel springs and girders, a special feature being the small iron wedges that can be easily drawn into position to lock the floor. Normally the floor is kept in a rigid position, but when needed for dancing it can be unlocked to give the springs free play. This floor is to be seen at the stand of Messrs. Francis Morton, Junr. and Co. (No. 191, Row J).

Fire extinguishers are an essential in any house, especially in a country house. Admirable of its kind is the "Konus Kemik" of Messrs. Merryweather and Sons (Stand No. 39, Row C). It consists of a steel conical cylinder having a central tube, a nozzle and a cap. The cylinder is filled with a solution of bicarbonate of soda, and into the central tube is put a sealed glass vial of sulphuric acid. Nothing is under pressure as the extinguisher stands in its place on wall or floor. In the case of fire one has simply to turn it upside down. An enclosed lead weight then falls down the central tube, breaks the glass vial, and the sulphuric acid is released. It mixes with the surrounding soda solution, generates carbonic acid gas, and the water is forced out in a strong stream through the nozzle. The jet is thus charged with carbonic acid gas, which prevents the oxygen in the air from aiding combustion, while the fluid itself cools the burning material. The "Konus Kemik" is therefore a very effective fire extinguisher.

"Windowlite," a substitute for glass, for use in poultry houses, greenhouses, garden frames, etc., will be shown by Messrs. C. M. Davies and Co. at Stand No. 10A in the Gallery.

THE ESTATE MARKET

RAINHAM HALL AND SWAKELEYS

"THE most distinguished example of the seventeenth century domestic architecture in England. Quiet, reserved and dignified in the highest degree, it stands by itself, apart alike from the mere picturesqueness of Jacobean work and from the genial yet coarse manner of Wren." Rainham receives that tribute from Sir Reginald Blomfield, R.A. The correct spelling of the name of the mansion seems to be not, as it is now usually given, Raynham, but Rainham.

The highest praise that could be accorded to any house was surely that in an opening sentence of the illustrated description of Rainham Hall which appeared in COUNTRY LIFE of July 18th, 1908: "Rainham is an authentic work by Inigo Jones in his later manner, that is, after his second visit to Italy and his careful study of Palladio's buildings and Palladio's writings had converted him to complete Classicism." Inigo Jones began Rainham eight years after the Banqueting House in Whitehall was finished. The pediment, entablature, solid and pilastered chimney-stack, and keystoned aperture for the windows, all tell of the triumph of the Classic spirit in the guidance of the informed mind. "There is learning in its general forms and proportions, there is delicacy in its detail and ornament, and there is also a picturesqueness arising from the infusion of a certain amount of native and individual leaven into the Classic mass." The high-pitched roofs are a wise retention of a northern feature—a flat roof seldom appears in any of Jones' designs for country houses. A very beautiful doorway, of noble height and proportions, opens in the centre of a great entrance hall 50ft. long by 25ft. wide and of double-storey height. The ceiling has upstanding ribs and great panels. Other ceilings there are typical of the style originated by Inigo Jones and adopted by Wren. Lord Townshend, in the eighteenth century, employed William Kent to "improve" Rainham. Fortunately, Kent was a disciple of Jones, and thus it is that we are able to say that Rainham remains one of the very few complete examples by Jones now left. The decorations of the interior are practically all as they were designed. Probably the explanation of the employment of Inigo Jones to execute the building was that Sir Roger Townshend, who was owner at that time (1630–1635), had travelled in Italy and imbibed the Classic taste.

It happens that Swakeleys, which has to be mentioned this week, was contrasted in some respects with Rainham in the special article on the Ickenham house in COUNTRY LIFE of October 16th, 1909. That Rainham, although only two years earlier than Swakeleys, is much ahead of it in design, was said, and it was declared that the same thing was true also of Broome. The resemblance in many ways between Broome Park, the East Kent seat which was mentioned in "The Estate Market" page of COUNTRY LIFE on March 18th, is remarkably close. Swakeleys, like Broome, is of brick, but it lacks the fine moulding for the cornices, string-courses and pediment that grace the Kentish seat.

There is for him quite a long note in Pepys' Diary about a visit to "Swakelys."

Swakeleys was built in 1638 by Sir Edmund Wright, whose daughter took it in marriage to Sir James Harrington, and in 1665 it was sold to Sir Robert Vyner, or Viner, whose entertainment, as Lord Mayor, of Charles II is charmingly told by Steele in the *Spectator*.

Rainham Hall is, as announced in COUNTRY LIFE last week (page 556), to be let furnished, by Messrs. Knight, Frank and Rutley, with the shooting over 4,200 acres, including 1,000 acres of covert, some first-rate partridge ground and a snipe bog. The bag for 1921–22, without rearing, was 1,188 pheasants, 883 partridges, 30 woodcock, 474 hares, and a variety of other game. Trout fishing for two and a half miles in the Wensum also goes to make up a very attractive sporting place.

Swakeleys, with its oak staircase, panelling, and paintings attributed to Verrio, and the advantage of being only a mile or so from Uxbridge, is to be sold in July by Messrs. Humbert and Flint, with about 1,360 acres.

MOULTON PADDOCKS SOLD.

MOULTON PADDOCKS, the late Sir Ernest Cassel's Newmarket estate, was sold last Tuesday by Messrs. Knight, Frank and Rutley for £35,000.

ROKE MANOR.

ROKE MANOR, Romsey, is to be offered, at Hanover Square, on May 4th, by Messrs. Knight, Frank and Rutley. The area is 400 acres. The residence, of moderate size, has views of the Isle of Wight and Romsey Abbey. The Abbey was built by King Edgar in 967 on the site of a yet earlier religious house, for the reception of Benedictine nuns; it was later partly burnt down by the Danes, but was restored in the twelfth century. The property, noted for its sporting, includes half a mile of trout fishing in the Test.

Ifield Lodge, Crawley, 57 acres, has been sold privately, annulling the auction announced for May 16th. Of the outlying agricultural portions of Worth Park, Crawley, eighteen lots out of twenty-seven were sold for £13,100, at from £20 to £70 an acre. Edgeworth, Horley, with 6 acres, made £2,000, and 4 acres of Park Wood, Worth (exclusive of timber), realised £260. The total was £15,560.

A sporting estate in the Yorkshire Dales, Troutsdale, the property of the late Colonel Crosby, is to be sold by Messrs. Knight, Frank and Rutley. It includes a bungalow, grouse moor, woodlands and three farms, in all 700 acres.

The Hon. Julia Jane Hood's executors have fixed Monday week at Winchester for the auction by Messrs. Knight, Frank and Rutley of Upham House, a comfortable old manor, with 917 acres, at Bishops Waltham, in the centre of the Hambledon Hunt and near golf courses. Mr. Arnold T. Watts has decided to dispose of Broadmeadows, six miles from Berwick-upon-Tweed, a modern residence with 200 acres in the country hunted by the Berwickshire Foxhounds and the Duke of Buccleuch's and North Northumberland Packs. It is bounded by the Whitadder, a well known trout stream.

Roughton Hall Estate, Lincolnshire, is for sale by Messrs. Knight, Frank and Rutley for the trustees of the late Lady Hartwell. Over 200 acres, including the historical old residence of Roughton Hall. The furniture and pictures will be sold on the premises. Norwood Hill House, Charlwood, between Reigate and Crawley, has been sold by private treaty.

CHANDOS HOUSE CEILINGS.

THE Adam mansion, Chandos House, Chandos Street, Cavendish Square, W., is coming under the hammer of Messrs. Curtis and Henson, at the Mart, next Wednesday, on behalf of Cora, Countess of Strafford. As was recently mentioned in these columns (April 8th, page 490), the particulars of sale have a prefatory note by Mr. Arthur T. Bolton, F.S.A., F.R.I.B.A., Curator of the Sir John Soane Museum, in which he summarises the main points of his remarks on Chandos House, intended for publication in his great work on the "Architecture of Robert and James Adam," which is about to be issued by COUNTRY LIFE. In it he speaks of the heavy panel mouldings of the drawing-room. It seems reasonable to suppose that they were set out for a series of family portraits, or other paintings. A central door leads into the back, where the ceiling is of particular interest. The Angelica Kauffmann paintings in the medallions bear her signature. The date of the house may be taken as about 1770, when Mansfield Street was laid out. There are six drawings, for ceilings, dated 1771, preserved in the Sir John Soane Museum, which agree with those existing at Chandos House.

MANY SALES BEFORE AUCTION.

THE Easter holidays have not made much difference to the amount of business done, a large number of sales having been effected. Uplands, Hurstbourne Tarrant, has been sold to Mr. C. F. Goolden by Messrs. Thake and Paginton, jointly with Messrs. Garland-Smith and Co.; and Elm Lodge, North Bersted, Bognor, and 2 acres have also changed hands. Messrs. Harding and Harding have disposed of the lease of Knightsbridge House, near Newbury. Sales by Messrs. Bruton, Knowles and Co., exceeding £29,000, include Oldwell Farm, Broadway, 260 acres; Glewstone Court, Ross, 23 acres; and Brimps House, Upton St. Leonards, on the Cotswolds, 6 acres.

Haslemere houses with extensive grounds are in good demand through Messrs. C. Bridger and Son, who have found buyers for four, namely, Down Court, Wealdmount, Jackmans and Brinksway Cottage, also for Gorsemount, a modern house in Grayshott. The auction last Wednesday of Cliff Home and 2¾ acres at Bacton-on-Sea, Norfolk, was not held, Messrs. Marten and Carnaby selling it in advance. Transactions of about £20,000, including Stourton Lodge, Ewhurst; Wood End, Wickham, Hants; and Hewitt House, near Ashford, are announced by Messrs. Geering and Collyer. Over £34,600 has been realised, through Messrs. Fox and Sons, for Branksome Park, Bournemouth, and other property.

Rush Hill House, Farnborough, and 6 acres, with the furniture; Cranesden, Mayfield, with 140 acres (the contents of the house having come under the hammer this week); Limpsfield Court, Surrey, 9 acres; Hatch Hill House, a replica of a Georgian house, with 6 acres; Fir Toll, Mayfield, and 30 acres, by order of Sir Walter Egerton; Elmer and 25 acres at Leatherhead, before the date of the auction; Dinton Vicarage and 30 acres, near Aylesbury; Knockholt, Woking, before auction; and Langhurst and 11 acres at Wormley, Surrey, in conjunction with Messrs. Winkworth and Co., are all sales effected by Messrs. Dibblin and Smith. They have purchased for clients the Hants estate, Gaston, over 100 acres; Kingswood Manor, Reigate; and, jointly with Messrs. Alex. H. Turner and Co., Chelworth, Chelwood Corner, Sussex, an estate of about 100 acres. Next Friday, at Tunbridge Wells, the firm will offer Hunts Farm, a sixteenth century house at Mayfield, with 80 acres. Early in June Messrs. Dibblin and Smith will sell Oak House, Brockenhurst, a New Forest property of 4 acres.

MR. G. L. BEVAN'S HOUSE.

LITTLECOTE, neat Hungerford, the beautiful Tudor house occupied during the last few years by Mr. G. L. Bevan, has been disposed of by Messrs. Hampton and Sons. The lease included the antique furniture, tapestries and pictures, as well as the sporting over 5,000 acres and three miles of fishing in the Kennet.

Messrs. Norfolk and Prior's sales include Alyth, the modern house with garage and 2 acres of garden, in Woldingham. Another Surrey property, of a different type, Oatlands Park Hotel, Weybridge, with 35 acres, has just been sold, since its withdrawal at £34,300, by Messrs. Browett, Taylor and Cordery. Thanet houses are selling very freely, among them being Marchington, Kingsgate, a couple of acres, for which Messrs. Reeve and Bayly obtained £5,250.

Park Gate House, Ham Common, 10 acres, has been sold, to a client of Messrs. Chancellors, by Messrs. Tuckett, Webster and Co., since the auction. The latter firm is jointly concerned with Messrs. Knight, Frank and Rutley in the impending sales, announced in COUNTRY LIFE last week, of 30,744 acres of the Duke of Hamilton's estates.

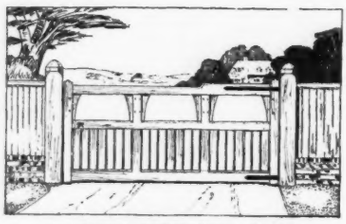
Alwalton Hall, Hunts., with 61 acres, close to the kennels of the Fitzwilliam Hunt, will be offered at Peterborough to-day (Saturday) by Messrs. Fox and Vergette.

Swiftsden House, Hurst Green, an old Queen Anne residence, with 50 acres, has been privately sold by Messrs. Constable and Maude, who are, on behalf of Lieutenant-Colonel Henry J. Stone, on May 16th at the Mart, to offer, as a whole or in five lots, Bedfords, Havering-atte-Bower, three miles from Romford. The area of the estate is 125 acres.

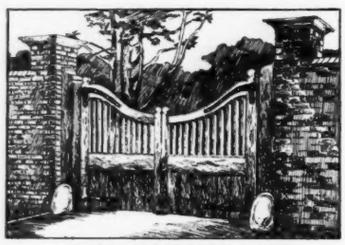
Every property which they were to have submitted, at their Brompton Road auction last Tuesday, had been privately sold beforehand, by Messrs. Harrods, namely, The Lordship, an old house in 8 acres at Much Hadham; The Chantry, Kings Langley, and a couple of acres; and the modern residence at Watford, known as Kildonan. They have also sold Earlswood Mount, Redhill, and 10½ acres; The Elms, Denham, and 3 acres; and Rignalls, Great Missenden, for many years the home of the late Sir Felix Semon, the physician.

Lavant House, close to Goodwood, an old-fashioned residence with modern improvements, and 80 acres, and sporting rights over nearly 2,000 acres, will come under the hammer of Messrs. Hampton and Sons, in conjunction with Messrs. Goddard and Smith, at St James's Square, on May 23rd. ARBITER.

ENTRANCE AND WICKET GATES



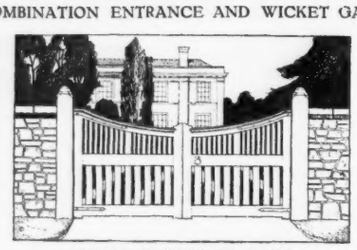
A SINGLE ENTRANCE GATE.



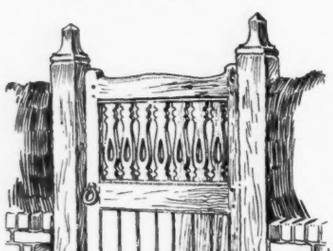
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DOUBLE ENTRANCE GATE.



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AN ANCIENT GREEK HEAD OF CERES

ENGRAVINGS AND OBJECTS OF VERTU.

THE ideal in art was never nearer attainment in architecture, sculpture or kindred methods of expression, than during the finest period of Greek art. The same love of huge and impressive masses prevailed with the Greeks as with the Egyptians, but the genius of the beauty-worshipping Hellenes invested these with more subtle æsthetic expression and individuality. The statues of the Parthenon, the Venus de Milo and others are individual in their features. Herewith illustrated is an unrestored head of a goddess, from the collection of Messrs. Spink and Son of King Street, St. James's, than which it is difficult, if not impossible, to find anything with finer feeling among the surviving ancient Greek sculptured heads. It is, I think, part of a colossal figure (the head is 14⅜ins. high) of Demeter or Ceres, "Queen Ceres of the golden hair," as Homer sings in the Iliad (Chapman), the daughter of Saturn and Ops, the Goddess of Summer and the golden fields of bending corn, immortal mother of the reaper folk and all who live close to the fair bosom of earth. In the sculpture her golden tresses descend on the broad brow and curl away to overshadow the ears; her eyelids are sweetly curved and scarcely hide the orbs beneath, "softer than the west wind's breath of Autumn's breeze," full of benign radiance, with, too, a touch of sadness in their depths. But this is not the Ceres of the long search for her lost daughter, Proserpine, who, carried off by Pluto and eating the fruit of the pomegranate, was enforced to dwell with him in the dark months of the year. During that quest of Proserpine all the products of earth languished, no herb nor grain grew, all the earth was barren. The complete statue may have represented the goddess as a stately matron clad in solemn raiment, perhaps instructing Triptolemus in the science of agriculture so that he might teach it to mankind; or it may have shown her blessing with profusion the pleasant harvest fields of yore while receiving a sacrifice with pomp and festal rites. Of the early history of this marble head we know little. It formed one of the treasures of the Hope Collection, but lay buried in the sand caves at Deepdene until it was unearthed for the house sale, when its transcendent merits were recognised by Mr. Knight of Messrs. Spink and Son.

Next week Messrs. Christie begin the Burdett Coutts sale. On May 4th and 5th the pictures and drawings will pass under their hammer, and on the 8th they will sell the collection of engravings and unframed drawings. It consists of drawings in folios and albums, drawings by Frederick Nash, illustrations by Stothard, and coloured engravings and aquatints in folios by various artists. There are three fine Bartolozzi prints all after Sir Joshua Reynolds, viz., Lavinia, Countess Spencer, the Hon. Anne Bingham and Lady Elizabeth Foster; while the mezzotints and other engravings in folios and albums, by well known artists and in various states, include such things as Nanteuil's portrait of Cardinal Mazarin in proof before letters. The extremely rare impression, "Mrs. Sheridan," by Gainsborough Dupont, after T. Gainsborough, will be eagerly sought after, as well as "Lady Louisa Manners," by Valentine Green, after Sir Joshua Reynolds. Of S. W. Reynolds, there are portraits of Georgiana, Duchess of Bedford, after Hoppner, and the Marchioness of Exeter, after Lawrence, both in rare states; while there are some fine prints by J. R. Smith, including "The Bacchante," after Reynolds, in the third state, and "Madame Schindlerin," after the same, in its second state. After the sale of silver plate, belonging to the same property, on May 12th Messrs. Christie will deal with the Burdett Coutts lace, comprising some pieces of fine Valenciennes, an old Brussels *appliqué* lace dress with mantle *en suite*, a square wedding-veil, scarf, numerous pieces of Mechlin lace, of sprigs of flowers, rose and different designs, point Alençon, old white Spanish flounces, Honiton and Carrickmacross laces.

The very valuable collection of watches, snuff-boxes, bonbonnières, miniatures and objects of vertu, the property of Sir Edward Marshall Hall, K.C., will be dispersed by Messrs. Sotheby on May 19th. Among the gold watches is one, by Henry Potter of London, dated 1790, in a finely chased outer case which, decorated with branches and flowers in blue enamel, is dated 1759; while another, by Charles Le Roy, is said to have belonged to Robespierre. There are beautiful scent bottles, including a Louis XIV example in amber, pilgrim bottle shape with masks, and another of gold, flask shaped, finely chased with flowers, with a quantity of snuff-boxes in fine gold, one shell shaped and chased on both sides with an ornate shell, another shaped with scrolls and amorini; while a third, a fine Louis XVI gold box, oval and of large size, containing medallions of figures and ornaments worked in coloured golds, bears an inscription stating that it was presented in 1843 to the Commander of H.M. Sloop "Wolverine." A Louis XIII bowl-shaped box is enamelled, and its top is painted with the Holy Family. A Blarenberghe octagonal box with gold mounts contains views of châteaux, while another fine snuff-box in gold with chased and enamelled borders and nacre enamel is decorated with minutely painted medallions of water scenes with shipping. Then there is a magnificent bonbonnière of Sèvres porcelain with paintings confidently attributed to Dodin, after Boucher, representing pastoral subjects, in mounts of carved and chased gold of architectural design, the lid supported by brackets and acanthus foliage and inscribed with the name of the maker, "Fossin et fils." There are fine miniatures on enamel by Zincke and others, including one of Mary Coppinger, first wife of



CERES (UNRESTORED).

the eleventh Duke of Norfolk. Other miniatures are by Nicholas Hone, Engleheart and Coswa[y], of which one, by or after him, depicts George I[V] when Prince of Wales as a boy, and another by him is of Mrs. Goldsmidt. We have, too, a very fine Plimer, of Miss Mar[y] Rushout. There are two very clever French miniatures in gouache, one of a man bein[g] by Fouquet, while the other, by Comte, portrays the Chevalier D'Eon evidently drawing a classic vase.

From May 2nd to 5th Messrs. Hampton and Sons will dispose of the contents of "Trenython," Par, Cornwall. The library includes valuable works, such as Shakespeare's "Merchant of Venice," first edition, 1600; Spenser's "Complaints," first edition, 1591; Tevener's "Epistles," 1546; coloured sporting books and standard literature. There is very fine Old English furniture and an unusual item: the ancient green jasper columns from the Inner Circle of the Temple of Diana at Ephesus. On May 8th the contents of 7, Buckingham Palace Gate will be sold by order of the beneficiaries of the will of the late Sir Thomas Sutherland, G.C.M.G. At the sale of Holly Bowers, Chislehurst, Messrs. Hampton secured good prices throughout. Among the pictures, an Italian interior, by Zempigny, realised £42; two pictures, by Wimperis, £84; and a pair of water-colours by the same, £52 10s. D. VAN DE GOOTE.

THE ESTATE MARKET

CHOICE OLD HOUSES

HASTED'S "Limne," Somner's "Lymne," the Romans' "Portus Lemanis," now named Lympne Castle, is at the service of the highest bidder, through Messrs. Knight, Frank and Rutley. It stands at the end of the long, straight, hilly Roman road, Stone Street, from the coast near Hythe to Canterbury, a road never in the days before motoring much frequented, and now, or, at least quite lately, not inviting, through the flinty roughness of its surface, to anything on rubber. But the resident at Lympne Castle need not often use Stone Street, for he has a choice of other and better roads, by way of Folkestone and towards Ashford, if he wishes, as he would do, to take the air of Thanet, and, perhaps, to play golf at Sandwich, though links close at hand cannot be beaten.

The Castle long ago became Church property, and, presumably built in the reign of Henry V, came into the hands of the Archdeacons of Canterbury by gift from Lanfranc. Some sixty years ago the late Major Lawes bought it, then a farmhouse steadily dropping into disrepair. Mr. F. J. Tennant acquired it in 1906, in the state and of the dimensions shown in an illustrated article which was published in COUNTRY LIFE (November 12th, 1910, page 682). To the capable direction of Sir R. S. Lorimer the work of rescuing Lympne from almost as lamentable a state of ruin as its neighbour, the castle of Studfall, was entrusted, and the rough and ready alterations which the farmer occupants had made to fit it for their use were first eliminated, and piggeries and cowsheds gave way to the plan of the present gardens. The aim of preserving the castle as much as possible clear of obvious additions was realised, and the new work was of a gentle and unobtrusive domestic order.

Restoration revealed much beautiful work which proved that Lympne was built on the site, and in part from the materials, of a finer structure, with traces of the use also of stones, brought from the neighbouring Studfall, of Roman origin. The hall is panelled in old oak of linenfold pattern, with a beam over the fireplace and an enchanting grotesque carved on it. Comfort has been studied, and the bedrooms, for example, are not merely admirable in themselves, but are so placed as to command glorious views of the Channel and of the rich verdure of the East Kent landscape.

This week the contents of Hollandsfield, the 52-acre estate near Chichester, just sold by Messrs. Knight, Frank and Rutley, have been dispersed by the firm, who are to offer the late Lord Wandsworth's town mansion in Great Stanhope Street; Buckhurst Lodge, Westerham Hill; the Boulter's Lock residence of Mr. Arthur Wimperis, who has acquired a property at Holyport; and, for Mrs. Macpherson, an Inverness-shire estate of 10,600 acres, in Glen Urquhart, called Corrimony, where from twenty-five to thirty stags are killed in a season.

SPORTING PROPERTIES.

CHANDOS HOUSE, the Cavendish Square Adam mansion of Cora, Countess of Strafford, was reserved a auction by Messrs. Curtis and Henson, at £20,000. It has been described and illustrated in COUNTRY LIFE, and recently referred to at some length in the Estate Market pages. They found a buyer for Birchetts, Speldhurst, and 18 acres at £5,500.

Linton, described in these columns last week, has been entrusted to Messrs. Daniel Smith, Oakley and Garrard and Messrs. Cobb, for sale at an early date. The area is 365 acres. They are also to dispose of Brambridge Park, Hants, including the modern mansion and 215 acres, with two and a half miles of trout fishing in the Itchen. It is a centre of hunting, golf, yachting and other sports.

For Admiral of the Fleet Lord Walter Kerr the joint firms are to deal with Brocket Hall, at present occupied by Lady Mount Stephen. The Brocket family was formerly of great note in the county. The Hall, dating from the middle of the eighteenth century, has had among its distinguished occupants Lord Melbourne and Lord Palmerston.

The superb rock scenery of Malham Cove, in the West Riding, and the source of the river Aire, are naturally thought of in connection with the forthcoming sale, by Messrs. Rawlence and Squarey, of 1,450 acres of the outlying portions of the Malham estate of Major J. A. Morrison, D.S.O.

THREE IMPORTANT IMPENDING SALES.

THREE miles of trout fishing on both banks of the Windrush is a prime attraction of Asthall Manor and Swinbrook, Lord Redesdale's estate of 2,140 acres in the Oxon, Heythrop and Cotswold country, with its delightful old Tudor pile, now for sale by Messrs. John D. Wood and Co. The house has electric light and central heating, and the old-world grounds, with their ancient rookery, and a wealth of silver birch and other ornamental trees, are the appropriate setting of a place that has a long history, first in connection with the Fettyplaces, who, as Rickman has expressed it, "lie on shelves" in Swinbrook Church, the allusion being to their cumbrous monument, exhibiting figures in armour ranging from 1504 onwards.

Sir Gilbert Wills' Dulverton estate of Northmoor, 1,500 acres is, of course, first and foremost, a stag-hunting place, although the value of two miles of salmon and trout fishing cannot be overestimated. Messrs. John D. Wood and Co. are to sell it with early possession.

Lord Rendlesham intends to have his estate near Woodbridge submitted next month, at Ipswich, by Messrs. John D. Wood and Co., jointly with Messrs. Robert Bond and Sons, in a large number of lots at low and declared reserves. About 4,000 acres, it is noted for partridges and woodcock.

Colonel Chaplin's Market Harborough house, Park Place, one of the best of smaller hunting establishments, has been sold by Messrs. Rowland Stuart (1921), Limited, who are to begin the sale of the contents of the house on Wednesday next (May 17th). For Mr. Arnold Bennett the same firm is to offer his Georgian house, built about 1720, near Frinton-on-Sea.

Salmon fishing in the Dovey, and golf at Aberdovey, are among the attractions of Plas Machynlleth, which Lord Londonderry desires to let furnished, on a long lease, with shooting.

For Lieutenant-Colonel H. Heywood-Lonsdale, D.S.O., the contents of Cloverley Hall, Salop, are to be sold by Messrs. Constable and Maude.

IN CROMWELL'S "INVENTORY."

AN ancient Cotswold manor near Cirencester, now in the market, freehold, for £15,000, through Messrs. Dibblin and Smith, includes a house mentioned in Cromwell's "Inventory of the Manor Houses of Sion Monastery" in 1534. By a grant from Henry VIII it became the property of Sir Andrews Windsor, first Baron Windsor. His successors sold it to the Sheppards, from whom it passed to the Playne family in the eighteenth century. The total area of the estate is rather more than 100 acres, with old world gardens and a trout stream, some cottages, and good buildings. This fine old court house has its full measure of the characteristics of the Tudor period, oak panelling, gables, stone-tiled roof, mullioned windows, and stone-carved ornamentation and string-work.

A YORKSHIRE "CALVARY."

A FORMIDABLE pile of papers referring to "fines for recusancy" is preserved in the archives of the Middelton family, whose interesting old home, Myddelton Lodge, Ilkley, has just been placed in the hands of Messrs. Harrods, Limited, for auction at Brompton Road next month. The land extends to 170 acres, and there is a smaller residence known as Tivoli. The Lodge is a substantial, unpretentious structure, partly of Elizabethan date, with rough-hewn beams on one staircase, and old oak wainscoting. The upper part of the Lodge was formerly a chapel for worship in secret, and it was superseded last century by the chapel which now forms an annexe of the Lodge, and is used not only by the family, but by their co-religionists in the vicinity. Roman and other antiquities are found in the grounds, and there is a "Calvary" approached through an archway inscribed "Tristis est anima mea usque ad mortem." In the grotto under the three crosses are paintings and sculpture illustrating the Crucifixion, and one at least of the carvings was the work of Waterton, the famous naturalist, and author of that incomparable book of adventurous observation, "Wanderings in South America."

SIR JOHN ELLERMAN'S ESTATE.

SLAINS Castle and Longhaven, Aberdeen, belonging to Sir John Ellerman, were offered on Tuesday at Hanover Square by Messrs. Knight, Frank and Rutley. Mr. Charles Phillips being in the rostrum. The highest bid of £90,000 was below the reserve. Offered in two lots, Longhaven was put aside at a bid of £30,000, and Slains Castle was bid for up to £59,000, which was also inadequate.

THE BREAK-UP OF FONTHILL.

FONTHILL ABBEY has a history unlike that of any other house in England. It was of old the baronial seat of the Giffards, the Mandevilles and the Mervyns. The ancient house was burned down; its successor, built by the Cottingtons in 1650, shared a like fate in 1755, after purchase by Alderman Beckford, and the third house, Fonthill Splendens, suffered decay and its materials were sold, though it had cost nearly a quarter of a million sterling.

The story of Fonthill is told, with illustrations, in COUNTRY LIFE (December 28th, 1901, page 840). Alderman Beckford, twice Lord Mayor of London, the friend of Wilkes, employed Wyatt to build the house, the foundation stone of which was laid in 1797.

In 1823 the house and apparently its contents, and the land, were sold to Mr. Farquhar for £290,000, and the property was afterwards divided into portions, of which that held by Mr. Morrison constituted one, with a wing of the Aldermanic creation as its nucleus. When the property was described in 1901 it was the seat of Sir Michael Shaw-Stewart, whose house, erected by the Duke of Westminster, is in a style most commonly seen in Scotland, and near it, on the hillsides, is a tower of Beckford's Abbey. Nearly 200 acres of outlying land on the estate are to be sold, at an early date, by Messrs. Rawlence and Squarey, on behalf of Mr. W. R. Shaw-Stewart.

BEAUREPAIRE PARK SOLD.

ON behalf of Colonel H. Welch Thornton prior to the auction, the mansion of Beaurepaire, with the park and home farm, and nearly 700 acres, has been sold by Messrs. Wilson and Co. The earliest records of Beaurepaire show that it was in the possession of Hugh de Port, a companion of the Conqueror. It is next found in the hands of the Peaches, who gave it the name of Beaurepaire. From them it passed, in the time of Edward I. The estate was for five centuries the seat of the family of Brocas, a family which long ago gave its name to "The Brocas," so familiar at Eton and Windsor. For many generations a Brocas always held the mastership of the Royal Buck Hounds. Early in the eighteenth century it was often deserted and finally pulled down, and the present castellated house erected in its stead, although some portions of the older buildings have been preserved. It is a square, embattled, many-windowed house, covered with creepers and surrounded by an ancient moat. Beaurepaire passed away from its old owners in 1873, when the contents were sold, portraits of Mary Tudor and Mary Stuart being bought for the National Portrait Gallery. The estate extends to 2,240 acres, and the rest of it will be offered at Basingstoke on June 28th.

COMING SALES.

WYTHEFORD, between Shrewsbury, Wellington and Wem, extending to 2,569 acres, is to be offered, in lots, by Messrs. Parsons, Clark and Bodin in June. It includes ten farms varying from 400 acres downwards, and a large number of smallholdings, producing a rental of over £3,350 per annum. The estate has a frontage of over four miles to the River Roden, which provides trout fishing, and one of the farms, which has a first-rate Georgian residence, has over two miles of frontage to this river.

Another private sale room is to be opened. Messrs. Samuel Wallrock and Co. have acquired No. 7, Blenheim Street, New Bond Street, which they will occupy as their offices on and after next Monday. They have also acquired the Blenheim Auction Galleries adjoining from Mr. Cyril Sykes. Messrs. Wallrock intend to conduct their sales in these galleries.

ARBITER.

TRAVELLING WESTWARD



ST. IVES—THE HARBOUR AND ISLAND, FROM TREGENNA WOODS.

AT the other end of a seven hours' journey westward, on the shores of the blue Atlantic, more favoured by climate and Nature than most places in these rain-cooled Isles, is the loveliest little holiday haunt you ever saw. The artist who first discovered St. Ives, who saw the possibilities in its crystal-clear air and pure rich colouring and laid the foundations of its present famous colony of seascape painters, found the same little old town that charms those finding it to-day. In spite of the march of progress and the ugliness of rapidly spreading modernity, this little community, in appearance, habits and personality, has changed little since the days when it was a week's coach journey from the Mall and the first Squire Stephens reigned undisturbed at Tregenna Castle.

It has contrived, however, in a manner reformers might emulate, quietly to acquire the more admirable of the comforts and amenities of life without shedding any of its picturesque modes and habits or giving any outward indication of an inward change. The streets still run higgledy-piggledy, the narrowest twisting alleys and untouched centuries-old houses still gladden the artist's eye, but the shops are really good, there is a carefully hidden club, and even the most dilapidated house seems to boast some sort of sanitation and the cleanest curtains.

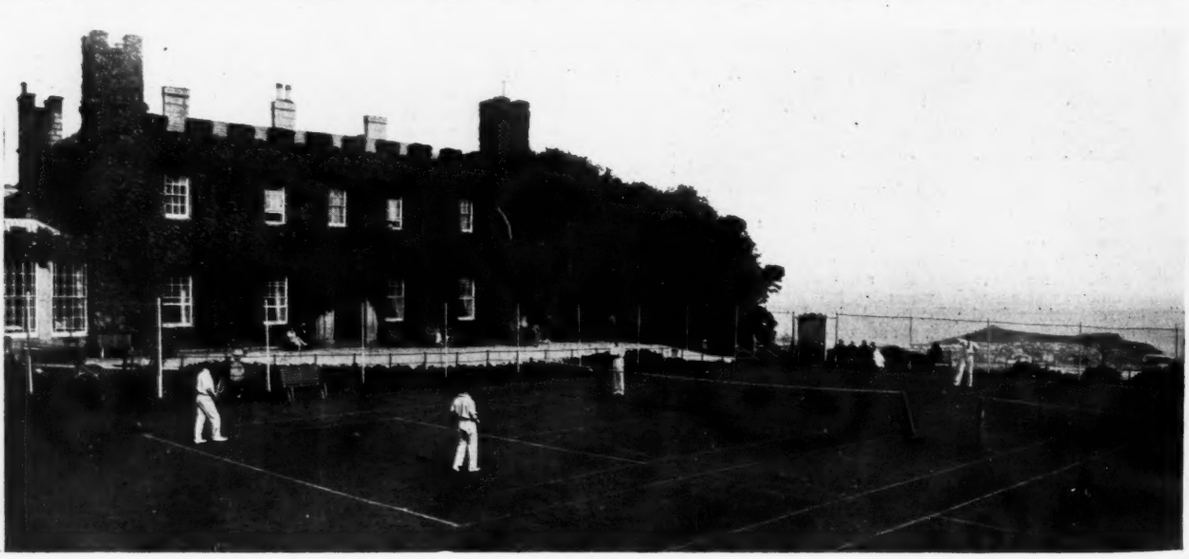
Tregenna Castle still stands sentinel amid its parks and woods, above and behind the little town—to all appearances unchanged, its dignity unimpaired; but the last Squire Stephens has been dead these forty years past, and Tregenna houses instead the many discriminating visitors that the Great Western Railway Company brings down to this unspoiled stronghold of peace during the sun-bathed months that lie between the opening of the first primrose and the falling of the last leaf.

Still Tregenna Castle—with a necessary office in the hall—this square turreted mansion is the perfect example of the hotel which is no hotel. It is just a comfortable old country house capable of accommodating eighty or ninety guests, standing in its own park and gardens, unspoiled and unmodernised except for the unobtrusive introduction of telephones, electric lighting and white-tiled bathrooms; with an all-pervading atmosphere of well bred comfort, and an enviable staff of courteous family servants. The broad low staircase, the fine old furniture, and the quiet spaciousness of the rooms take one back to the days of greater leisure, while perfect cooking and a wine cellar that has no equal outside of London remind one that simplicity need by no manner of means be synonymous with an absence of the more material delights of the connoisseur!

Most castles have their drawbacks—Tregenna seems have none, and many weary pleasure-seekers, sick of a long round of visits at houses lacking this, that or the other luxury or convenience that makes for happiness, have settled down at Tregenna for the best and only real holiday of them all.

There is everything there that the heart of man or woman could desire.

One hundred acres of park and woodland surround the Castle, stretching down almost to the yellow sands of Porthminster and up to the wild gorse-covered moorland that crowns the hill; sunny gardens full of vivid beds, fountains and semi-tropical flowering shrubs give the one touch of formality to the



TREGENNA CASTLE, WITH TENNIS COURTS IN FOREGROUND, AND THE ISLAND IN THE DISTANCE.



SUNLIGHT AND SHADOW—IN TREGENNA WOODS.

landward side of the building. Tennis courts, both lawn and the *en-tout-cas* variety, are finely situated and beautifully kept on the edge of the sloping pine-edged park, and there is the most delightfully sporting golf course—eighteen holes of first-class play—within easy reach. The crescents of pale gold sands that lie just below the Castle on the west side of St. Ives Bay are ideal bathing places, perfectly safe, and the clear water—sometimes waveless and vivid blue, sometimes glittering green with white-capped breakers—offers both the swimmer and the surf-bather endless fun. Tregenna woods are a scented, semi-natural and wholly delightful wilderness of colour. From the time the first snowdrop pokes up its little head till the last red-brown leaf falls in autumn they are decked with garment after garment of colourful bloom. Crocuses, daffodils, narcissi, primroses, violets come in succeeding companies, battalions, armies as the spring advances; rhododendrons fill the whole wood with warm vivid purple; azaleas lay bright splashes of colour against the cool green of the trees, and rarer shrubs from other countries put out more brilliant blossoms with the advent of summer. But the magic time at Tregenna is bluebell-time, when the woods are veiled in a mist of blue—a blue that matches the cloudless



ANOTHER VIEW OF TREGENNA WOODS—IN EARLY SUMMER.



VIEW IN THE GARDENS OF THE CASTLE SHOWING THE MOST RECENT WING.

sky and deepens to find its counterpart in the unusual blueness of the sea.

Every season has its own peculiar beauties, but bluebell-time at Tregenna is the best, yet the wonder is that so few people know it. They keep on going there for the most part in August and September when the Castle is full and all that delicate glory is long past; and they never see the wonder of a Cornish spring which, when London is still wet and dirty and most England shivering under the chill spring blasts, is joyously painting the quaint old Duchy's coastline in wonderful colours and warming her people with a grateful sun and the balmiest breezes. St. Ives, you know, in April is as warm and blue and gold as any Mediterranean retreat.

Tregenna, by the way, is an entirely self-supporting community. A home farm, run on most up to date lines, provides the Castle with all the delectable food served in its old-world dining-room. Fruit, vegetables, eggs, chickens, ducks, come fresh to the tables from the gardens and the farm *via* the big jolly kitchen, and a pedigree herd of Guernseys supply the rich yellow milk which provides the unlimited butter and thick Cornish cream which are such a delightful feature of all the hotel meals.

In the wooden tub in which butter is still churned daily butter has been daily made at Tregenna for more than sixty years. There is this feeling of comfortable permanence about much of the place—furniture, china, woodwork, firegrates, all belong to the period when a craftsman had time to linger over and love his work. It is such a wonderfully attractive house, too: its sunny lounge (the converted conservatory) a haven for tea and rest, and its glowing-fired library, "comfy" drawing-room and big masculine billiard-room all ready for the quiet evening and occasional rain and chill.

If you want to see the whole Cornish Riviera, you can explore it all easily from St. Ives. Starting from Tregenna almost any part of it can be reached under an hour's leisurely motor run, and there are some most impressive coastline drives in the direction of Penzance and Land's End. And outside of Tregenna—if you ever want to wander beyond its pine-defined limits—little St. Ives is full enough of beauty, interest and charm to keep you spellbound for weeks. The steep streets, the unexpected glimpses of Mediterranean blue at the far end of narrow closes, the sleepy sun-baked wharf and harbour, the funny little island and the studios—converted stores, lofts and fishermen's cottages—obvious with their futuristic doors, cheering name-plates and invisibly mysterious or visibly important occupants—draped maybe against the doorpost, amazingly dressing-gowned, at three o'clock in the lazy afternoon!

If you want to step right out of the strenuous work-a-day world into a lotus-land of perpetual holiday and perfect health, wire for a room at the Castle, put yourself into the competent hands of the G.W.R., and take the express train westwards. It is never *too* hot there, it is never cold—there is sun and blue sky almost all the time. And once you have been there you can't help returning again and again. One doesn't go *once* to Tregenna.



GENERAL VIEW ACROSS ST. IVES BAY FROM TREGENNA PARK.

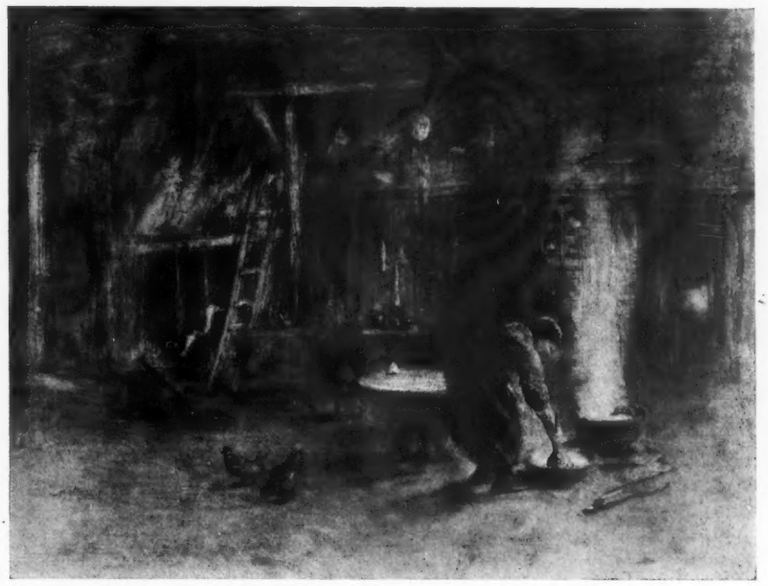
Messrs. PUTTICK & SIMPSON'S

Forthcoming Sales by Auction at 47, Leicester Square, London, W.C. 2

POSTAGE STAMPS,
June 8th, 9th, 20th and 21st.

BANTER COLOUR PRINTS,
June 8th.

BOOKS,
being the Library of the late Mrs. E. C. DRAKE.
June 14th and 15th.



PORCELAIN, OBJECTS OF ART and ANTIQUE FURNITURE,
June 9th, 16th, 23rd and 30th.

MUSICAL INSTRUMENTS,
June 15th and 29th.

PICTURES,
including Works of the Barbizon School of JOHN GODDEN, Esq., of Fernclyffe, Tunbridge Wells, etc.
June 21st.

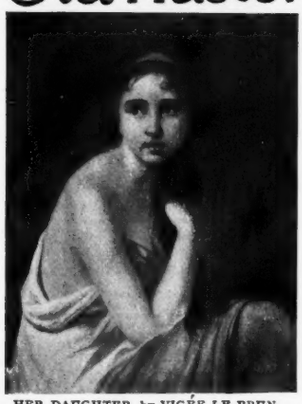
ENGRAVINGS,
June 23rd.

DUTCH INTERIOR, by JOSEF ISRAELS. Sale June 21st.

OLD ENGLISH SILVER AND JEWELLERY,
June 29th.

Telephone : Gerrard 3716 (two lines). Established 1794.

Exhibition of Old Masters



HER DAUGHTER, by VIGÉE LE BRUN
Circa 1793.

A very fine collection of paintings of the Italian, Dutch, Flemish, French and English schools is now on view at SPINK & SON'S New Gallery, next door to Christie's. The collection includes a considerable number of XVIth and XVIIth Century portraits which are particularly well suited for overmantels and for the decoration of panelled rooms. Their original frames are in perfect keeping with Elizabethan or Jacobean oak panelling, and many of them are of great historical interest.

Those interested are invited to take the earliest opportunity of visiting this Gallery, which is open daily from 10 to 5.

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THE ESTATE MARKET

"A TIDE . . . AT THE FLOOD"

THIS week marks the high tide of the sale season, so far as announcements of impending auctions and private offers are concerned. It is so because, with the well recognised seasonal limitation of the end of July, it follows that the majority of the arrangements for coming sales are sufficiently matured for publication, and, indeed, a couple of months only remain for the regular London auctions.

Immediately following the war there was, in the abnormal conditions of that period, a disposition to carry on auctions without any interval whatever. A glut of property awaited realisation on an eager market, and landowners took advantage of it to an extent that agents, after a long period of inactivity, were only too glad to facilitate. Great as was the volume of property then placed on the market, it might well, in the view of some experts, have been even larger, with advantage to owners. To mention only one class of real property, the remarks of Lord Ernle's Estates Management Committee in the Report of the Royal Commission on Oxford and Cambridge Universities manifested the feeling that perhaps even more collegiate property than was put up might usefully have been submitted.

Since the two post-war years millions sterling have been obtained for landed property, and our columns all through this year, and notably to-day, bear witness that no complaint can be made by would-be buyers of any deficiency in the supply of all classes of real estate. Never were there better opportunities for purchasers and tenants, and, the post-war period apart, it is satisfactory to be able to add that the average demand is healthy and up to expectations.

Though the London season for selling landed property terminates in July, sales in country districts proceed with little interruption throughout August, and September is admittedly a good month for London auctions of landed estates as well, of course, as for country auctions.

An immense variety of residential, sporting and agricultural property finds publicity in our columns to-day. It would be idle to deny that some of the properties have been for some time in the market, but it takes time to find the buyers of places the purchase money of which may run into six figures. Persistence is necessary, and its reward is seen in the many notifications, week by week, of sales either of entire estates or considerable sections of them. Looking at a mountainous pile of particulars, it is almost surprising to find to what an extent they are scored with the record of "Sold," and how immense is the total sum represented.

In the operation of realising the landed property of the United Kingdom the columns of COUNTRY LIFE play an important part, and there is again a magnificent array of illustrated announcements by the leading London and country firms in the present week's issue.

DUCAL AUCTIONS.

WE understand that Messrs. Franklin and Jones, who acted for the vendor of Barton Abbey, Oxon, the purchase of which by a client of Messrs. John D. Wood and Co. was announced in COUNTRY LIFE last week, have since successfully concluded negotiations for the sale of the rest of the estate, embracing in all about 2,600 acres. The Oxford firm are submitting to auction on June 28th, by instructions from the Duke of Marlborough, one of the most fertile agricultural properties in Oxfordshire, known as Blackbourton, extending to 900 acres, with superior farmhouses and model steadings. This property, farmed under His Grace's personal supervision for some years, is in a high state of fertility. Vacant possession will be given on completion. The Duke of Marlborough has recently been realising some of his freeholds in the City of London, and, while it was hardly to be expected that he would face a London audience in the rostrum, there have been expectations in some quarters of seeing him personally conduct the Oxfordshire land sale. He did so with fair success in 1914, and enlivened the proceedings with a great deal of humour. Probably, however, the experience convinced him that auctioneering is a business, and that it is best left to those who understand it.

LORD AIRLIE'S SCOTTISH DOMAIN.

THE EARL OF AIRLIE has instructed Messrs. Knight, Frank and Rutley to offer 12,750 acres of Forfar land during the present season. Glenhead, Auchterhouse and Alyth are comprised in the coming sale. Glenhead, a sporting domain of 8,000 acres, yields from 1,000 to 1,500 brace of grouse in an average year.

Auchterhouse, a few miles from Dundee, includes the southern part of the elevation of Sidlaw. The Earls of Airlie have done much for the improvement of the district by drainage and afforestation. Their old baronial residence is an interesting example of Early Scottish architecture, and it was restored in the seventeenth century by the Earl of Buchan. Near it stand the remains of a square structure known as Wallace Tower, which is supposed to have derived its name from a visit paid to Sir John Ramsay by the Scottish patriot, after landing at Montrose.

Alyth, the Gaelic for an ascent, is very appropriately named, for there are encountered the first of the Grampian Hills. It is a well wooded and well watered area, rejoicing in glorious scenery, such as at Reekie Linn, three miles west of Alyth, where the Isla river has cut a deep gorge, down which the river descends, in two falls of 60ft. and 20ft., presenting in flood a majestic spectacle. The Isla is somewhat of the character of a canal, and pike and grayling, in the words of a salmon fisher, "infest" it. The Alyth burn joins the Isla close to the ruins of the ancient castle of Inverquiech; and at Corb, on the south-west of Alyth forest, are the ruins of a castle, supposed to have been a hunting seat of the Earls of Crawford. Pictish settlements have been unearthed in the locality, and stone coffins containing human remains. There are twenty-two farms on the 4,740 acres in Alyth.

The Inverness-shire estate of Clunes, 300 acres, and the Rannoch property, West Tempar, are to be sold by Messrs. Castiglione, Erskine and Co., Limited. The latter estate of about 2,000 acres is a good sporting place, with comfortable house, and commanding a view of Schiehallion.

SMALLER COUNTRY HOUSES SOLD.

THE trout fishing for a mile and a half in the Wey is one of the attractions of Mill Court estate, Alton, which has just been sold by Messrs. Norfolk and Prior. It is among the best of the smaller estates on the hills between Petersfield, Winchester and Farnham. The old manor house is equipped with electric light and central heating, and the farm contains the remains of a monastery of the thirteenth century. The area sold is 230 acres, and the buyer has engaged shooting over an additional tract of 1,200 acres.

Over two miles of fishing in the Tone pass with the Somerset property, Tremlett Hall, near Wellington, just sold by Messrs. Knight, Frank and Rutley and Messrs. Villar and Co.

Keen competition marked the offering, by Messrs. Henry Duke and Son, of the home at Nethergrove, Portisham, of that noted Dorset antiquarian, the late Dr. H. Colley-March. The house and 17½ acres, including gardens of especial note, realised £3,420. Pasture land made as much as £100 an acre, and the total result of the sale was £7,800. Another very successful country sale was that by Messrs. Bruton, Knowles and Co. at Gloucester, when Ploddy House estate, Gloucestershire, 171 acres, realised £6,450, the total amount realised, with the addition of two small farms near Gloucester, being £10,050. This included a grass farm of 18¼ acres for £2,075.

CASSIOBURY: EVE OF AUCTION.

CASSIOBURY PARK comes under the hammer of Messrs. Knight, Frank and Rutley, in conjunction with Messrs. Humbert and Flint, at Hanover Square, next Thursday (June 8th), by order of Adele Countess Dowager of Essex. The mansion, notable in so many ways, especially for its wealth of carving by Grinling Gibbons, has been often and fully referred to in these columns. There is no need now to add anything, except that the mansion and 382 acres constitute the first lot, and that the remaining portion of the 870 acres will include the West Herts golf course, 261 acres; Whippendell Wood, 162 acres; and various bits of building land; as well as Little Cassiobury, a charming house probably of the Queen Anne period, now in hand, with just over a couple of acres (lot 3). Land in this position, on the fringe of Watford, is certain to advance in value by leaps and bounds.

The ripe building value of outlying parts of the Breakspear estate, Harefield, accounted for the high prices obtained for many of the lots at Messrs. Trollope and Sons' auction, a few days ago at Uxbridge. One holding of 136 acres, at Northwood, went for £4,200, and another of 124 acres at £4,000.

Lady Eversley is about to sell 9,000 acres of her Oxon estate, Sarsden, near Chipping Norton, and Mr. Joseph Stower will hold the auction at Oxford in July. Warren Hastings was born on the estate at Churchill.

The Deepdene, Dorking, which a few months ago, as stated in these columns, was converted into a residential hotel, is to be sold at the Mart this month (June 20).

Osborne Cottage, near Cowes, is for sale with 18 acres, by Messrs. Harrods, Limited, on behalf of the late Sir Richard Burbidge's trustees, for £6,000. Princess Beatrice sold it in 1913.

Hallingbury Place, rebuilt in 1771, is to be leased with shooting over 4,000 acres, near Bishops Stortford, through Messrs. Lofts and Warner and Messrs. Knight, Frank and Rutley. More than £25,000 has been spent on the property in recent years.

HAWKSTONE.

WHEN Hawkstone came under the hammer of Messrs. Knight, Frank and Rutley at Shrewsbury in 1915, it was as an estate of 5,840 acres, with a rental value of over £8,000 a year, the vendors being the Hon. W. T. Whiteley and the Hon. R. G. Whiteley. The firm has now to dispose of the mansion and 1,285 acres in and around Hodnet, thirteen miles from Shrewsbury. In the earlier sale there was comprised the small but imposing residence, styled The Citadel, consisting of three large round stone towers with castellated parapets and domestic quarters in brick. Hawkstone stands in 45 acres of gardens and overlooks the Welsh hills, while from the higher points of the deer park can be seen the Salopian plain as far as the Wrekin, Clee and Church Stretton. Hawk Lake extends in a couple of miles to 50 acres, and the ruins of the famous old Red Castle are close at hand. The mansion is in the Italian style, of red brick, with handsome facings in stone, and the interior contains elaborate ceilings, especially in the saloon, which is 42ft. long by 30ft. wide and 21ft. high. The estate is a capital hunting centre, three miles from the kennels of the North Shropshire, and within reach of the Cheshire, Sir W. W. Wynn's and the Staffordshire Hunts. Golf is to be had at Wem and Wellington.

Great Burgh estate, which adjoins the Epsom Downs and looks over the racecourse, is to be sold by auction by Messrs. Knight, Frank and Rutley, by direction of the trustees of the late F. E. Colman. The property extends to about 604 acres, includes a modern mansion, and faces Epsom Downs and Burgh Heath, adjacent to Walton Heath Golf Course.

NEWBURGH PRIORY.

NEWBURGH PRIORY outlying lands, 2,000 or 3,000 acres, are to come under the hammer at York, the agents being Messrs. Boulton and Cooper. Newburgh Priory, described and illustrated in COUNTRY LIFE (Vol. XVIII, page 666) in the North Riding, is named after an Augustinian foundation which went to the Bellasyses upon the dissolution of the monasteries. The second baronet, Sir Thomas Bellasyse, fought for the King at Marston Moor, and was created Baron Fauconberg. To his period may be ascribed the older parts of Newburgh, the central section, with the triple-staged porch and the main features of the dining-room and library. He paid a fine of over £5,000 for his adherence to the Royalist cause, and his grandson had his compensation in marrying the third daughter of Oliver Cromwell. It has been said of Mary Cromwell that she was a good-looking likeness of her father, and her portrait bears this out. In a postscript to a letter to her brother, Henry, she wrote "I was married, on Thursday next come fortnight, and truly, dear brother, to a person that hath a greater kindness to me than ever I could have expected. The Lord continue it."

ARBITER.

SHOOTING NOTES

A PHEASANT COVERT DEDICATED TO THE PUBLIC.

A FEELING of gratitude is implanted in the mind when a set of woods of uncommon beauty is saved from the builder, even if he be the sort which puts up residences of seductive charm. A few years ago that fate threatened the Lickey Hills woods in Worcestershire. For a couple of decades at the least its continued existence as a pheasant covert had been beset with difficulties. Situated but a dozen miles from Birmingham, the neighbourhood of the Lickey Hills had long ranked as an agreeable one to live in, and Lord Plymouth, the owner, had gradually parted with building sites on the southern slope of this highly interesting formation. For long previously he had put no obstacles in the way of excursionists to Bilberry Hill, and he ultimately presented this site to the Midland metropolis. But he continued to rear a few pheasants for turning down in the coverts which almost completely clothed Cotton Hill, Lickey Warren and Pinfield Wood, the total area of which was 185 acres. Hemming, the old keeper, had a trying task; for not only was he confined to the use year after year of one little rearing field, but he had to deal as best he could with the incursions of dogs of sporting proclivities, not to mention cats of high degree which had cultivated a delicate taste for game. However, he always managed to provide a fine show of birds on the one portion of Lord Plymouth's estates where a high



A HAUNT OF WILDFOWL: SAILING POOL OF THE BARNT GREEN FISHING CLUB.

elevation of flight was compelled by the conditions. At last the long-deferred decision had to be taken, so valuable an asset could no longer remain unproductive; hence the woods and their outlying territory were put up for sale. The City of Birmingham came nobly to the rescue by buying the woods and dedicating them to the perpetual enjoyment of its inhabitants. They are really very beautiful woods, for the most part furnishing the sides of a central valley disposed approximately east by west.

A FISHING CLUB'S WILDFOWL SANCTUARY.

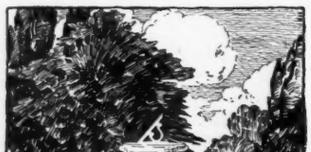
I cannot very well pay tribute to the high services accomplished in the interests of nature study by the Birmingham City Fathers without performing a like task in the case of the Barnt Green Fishing Club. This compact little body of enthusiasts had for long years rented the sporting rights on the waters owned by Lord Plymouth, these being situated to the north of the hills above referred to. The Arrow stream is caught up in a series of ponds and reservoirs, the function of which is to feed the neighbouring canal—fishing and sailing being the sports enjoyed by the club members. When the property was put up for sale the club resolved to perpetuate its occupation by outright purchase, and heavy was the price it had to pay. The secretary, Mr. W. A. Baldwin, had always jealously guarded the wildfowl frequenting these waters; since the pools and their backwaters had served from time immemorial as a resting place during the spring and autumn migrations, apart from acting as a winter refuge and also as a breeding ground for resident species. The comings and goings of these interesting visitors are industriously recorded by Mr. D. B. Grubb, another member of the club, whose qualifications as a naturalist are based on life-long study. His budget of observations contains some striking items. The great crested grebe, of which several pairs breed, on the spot, can always be seen diving for fish, of which fortunately, there is a superabundance. Ring plover nested on one of the spits in the seasons 1902 and 1903, and the common sandpiper frequently. Birds of passage include, or have included, cormorants, guillemots, dunlin, golden eye and tufted duck, black terns on the spring migration, the Arctic and lesser terns and nearly all the gulls. In the winter the sailing and coarse fishing pool is remarkable for the hundreds of ducks of various sorts which use it as a daytime retreat, the whistle of the wigeon being always noticeable. During a spell of frost, when their number is increased to thousands, they form a black mass which maintains a central ice-free area. Reservoirs as wildfowl sanctuaries have their limitations, as well as their advantages, for the considerable seasonal variations of level deprive the margins of covert. On the other hand, during the dry summer weather a considerable acreage of ooze is uncovered daily for the delectation of snipe, plover and such-like feeders. Altogether, the Barnt Green Fishing Club maintains a remarkable water link in a spot which is within but a few miles of the geographical centre of England.

GAME LAWS IN AFRICA.

Mr. Frank Wallace writes: "The recently published game laws for Kenya Colony afford no protection to the lion, buffalo, Grant's zebra or bushbuck. Of Coke's hartebeest (and subspecies) an unlimited number are also allowed, though the Jackson's hartebeest is restricted to four, Neumann's to two, and a similar number of the Kenya variety. These appear to be the chief points which call for comment, so far as actual numbers are concerned. The persons responsible for the framing of the Ordinance are, presumably, on the spot and should know better than anyone else what is, or is not, advisable in the best interests of the country and the game. The only justification for killing more than a few of any species is for food requirements—unless a species is frankly classed as vermin and given over to destruction. Permission to shoot an unlimited number of any species, even though that species is very common, opens the door to very grave abuse. The true sportsman who only wants two or three good representative adult heads of any one species is not the person who is going to take advantage of such permission; but the ignorant 'butcher,' when he has paid his money, proceeds to get his money's worth, irrespective of any pain and suffering he may inflict in the process. The question which causes the most uneasiness is that of shooting from motor cars. To use a motor car to get within reasonable stalking distance of game is, in many cases, a perfectly legitimate method of approach. On the other hand, the systematic use of cars for the purpose of rounding up or driving game—forms of 'sport' which are said to be popular in certain circles—cannot be too strongly condemned. Confiscation of his licence is the least punishment which the offender should suffer, and it is to be hoped that the widest publicity will be given to any such offences coming under the notice of the authorities. In Tanganyika territory not only are aeroplanes prohibited—as they are in Kenya—for the pursuit of game, but motor cars as well. 'Dazzle' lights are also prohibited; quite rightly, as it is a deadly method of destruction. Another excellent law prohibits any person, not being a native, from acting as a professional hunter unless he takes out a licence. This licence does not authorise the licensee to hunt game himself. For a visitor's full licence the fee is 750 florins, or for a temporary one—which is in force for fourteen days and, roughly speaking, entitles the holder to rather less than half the number of animals allowed on a full licence—100 florins. The holder of a full licence may take out an elephant and giraffe licence, which entitles him to kill two, or possibly three, elephants and one giraffe. The fee for the latter animal is 75 florins; for the first elephant 150 florins, for the second 300 florins, and for the third if permission is given—150 florins. Section 18 (1) states that 'In the event of cruelty or wasteful killing or wounding being persisted in by the holder of a game licence after warning, any administrative officer or game ranger may suspend the licence, and shall refer the question of its cancellation to the Governor.' It is an easy matter to draw up good game laws and a very difficult one to enforce them, but so excellent a regulation as the above should be embodied in every ordinance framed for the preservation of game throughout the world."

MAX BAKER.

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OLD-WORLD FURNITURE

THE BURDETT-COUTTS SILVER. ETCHINGS AND DRAWINGS.

IN the reign of Henry VII our native Perpendicular Gothic began to lose its purity, but, though the Renaissance was not to be denied supremacy in the succeeding reigns, the old style died hard. Under the early Stuarts bold attempts were made to revive it, as shown in some of the Oxford buildings, and even in the time of Charles II it was practised with success in general effect, as the towers of Westminster Abbey bear witness. In the late sixteenth and in seventeenth century architecture and furniture the blending of styles produced a charming effect which reached full development in the Jacobean, or properly the Early Stuart, style. In the sixteenth century specimens, Gothic and Renaissance details often occur side by side, and this is apparent in the fine cabinet we illustrate from the collection in the Old World Galleries, Duke Street, Grosvenor Square, W. The two doors in its front with quaint outside hinges contain circular framed medallions boldly and skilfully carved with heads of a man and woman in early sixteenth century costume. The middle and corner frameworks are fluted, while along the bottom frame is inlaid work of the period. The sides of the cabinet are carved with fine linen-fold panels, and it is supported by baluster front legs with plain footrails. A distinctive feature is the folding top, which when closed is about 2ft. 7ins., but extends laterally to 4ft. 7ins., the cabinet being of this height by 17ins. in depth and 2ft. 7ins. wide. It is a product of the Age of Oak, and to the same belong two great Cromwellian arm-chairs which express in their simplicity and proportions the spirit of their time. One has a straight toprail and side supports, flat arms and rudimentary indications of scrolls at the hands, the supports being partly of baluster form. The legs and stretchers are plain, while the back and seat are upholstered in leather attached by large flat circular brazen studs. It measures 3ft. 3ins. high by 2ft. 4ins. wide. The other is taller by 5ins. and wider by 1½ins. and has a domed back covered with leather attached by large and curious brass studs of spiral gadroon ornamentation. In contrast to these is the beautiful walnut writing chair which belongs to the first years of Queen Anne's reign. Its back, of semicircular form, has three plain turned supports and two shaped splats, while the cabriole leg in front is connected by × stretchers to the other legs—an early and somewhat rare style. Still more graceful is an old Windsor chair of yew of fine colour with cabriole legs. There is a great curiosity in mahogany furniture in the Galleries—a kennel for a tiny dog, the front gabled with shaped bargeboard, its doorway pillared and top arched, while the glazed windows on each side take the same form.



A TRANSITION CABINET WITH EXTENDING TOP.

Over fourteen thousand ounces of old silver will change hands on May 12th, when Messrs. Christie dispose of the collection of silver plate and lace belonging to the late Baroness Burdett-Coutts. The English silver is of the eighteenth and nineteenth centuries and includes a great dinner service with gadrooned borders, 1786, 1799, etc., weighing 3,366 oz.; another, fluted and with chased shell and foliage borders—1818, 1819—of the weight of over 1,269 oz.; and a silver-gilt King's pattern dessert service of over 310 oz.; besides about eighty-three dinner plates with shaped gadrooned borders, made from 1719 to 1801. By Paul Storr, chief silversmith of his time, are a centrepiece of frosted silver, with foliage branches for six lights and a group of three figures playing the triangle and tambourines, 1825; a pair of ice-pails and liners, richly chased with vine foliage and grapes on a matted ground, with gryphons in relief at the foot; a pair of silver-gilt ice-pails, *en suite*, all of 1825; and a pair of silver-gilt ice-pails and liners, fluted, and supported by kneeling figures of Tritons, on plinths chased with shells and dolphins, 1813. By him also are eight *entrée* dishes with covers, a circular tureen and cover which are dated from 1818 to 1826, and a tea-urn with gadrooned and honeysuckle borders and lion's mask handles and tap, 1809, weighing over 411 oz. Other interesting pieces are the silver-gilt bread-basket, its border pierced and chased with vine and grapes, with the Royal crest and Garter motto in the centre, 1804; and the cup and cover, chased with a Roman orator, the rose, thistle and shamrock, surmounted by a figure of Fame, 1819, which was presented to Sir Francis Burdett-Coutts, Bart., M.P., by the constituency of St. James's, Westminster, 1820. The foreign silver comprises specimens of Augsburg, Utrecht, Hamburg, Indian, Chinese and Spanish work. There are also a Chinese gold two-handed cup with lobed sides chased with branches, and a circular gold bowl with landscape panels.

Messrs. Sotheby dispose of armour, swords and staff weapons, including an Indian prince's ceremonial axe; furniture, with which is the camp bedstead used by Lord Byron in the Greek War of Independence until the time of his death at Missolonghi; ecclesiastical vestments and embroideries, inclusive of a sixteenth century Spanish needlework carpet and fine Oriental carpets and rugs, on April 7th.

The third portion of the collection of modern etchings and drawings belonging to the late Dr. D. J. Macaulay will be sold at Messrs. Sotheby's on April 26th. It consists of etchings and drawings by Muirhead Bone and D. Y. Cameron, R.A. By the former is a fine series of dry-points, inclusive of one of the thirty-five sets of 10 prints of which the plates were destroyed, his "Building" in ninth state, "Ayr Prison" in only state, "Somerset House," third state; "Farm near Wakefield," one of only two impressions printed; "The Weirs, Winchester," on state, one of the five impressions; and "The Walls of Southampton," first state, one of the four impressions made. Among his drawings are "Rome" and "Naples" in pencil and water-colours, and "A Hampshire Farm," in charcoal, pen and wash. The etchings by D. Y. Cameron include "The Butterfly," first state; "Old Houses, Rouen," of which there are only five or six impressions; the "Cour des bons enfants, Rouen," second state, of three; "The Palace of the Stuarts," in rare first state; and "The London Set," including the "Newgate" in its first state, of which there are about three impressions only. Among the D. Y. Cameron drawings in pen, chalk, pencil or water-colour are "Broad Street, Stirling," "Amboise," and "The Mouth of the Nith." There are also studies of Cherubs by Sir Edwin Burne-Jones, initialled and dated 1880.

D. VAN DE GOOTE.

TO-DAY'S RACE FOR THE OAKS

SILVER URN AND MYSIA.

I AM writing this on the eve of the Derby with the world of racing in a decidedly jumpy state because of the alarms and scares in connection with more than one of the well fancied horses. The result will be known before this is read, and those same scares will be treated with an indifference and contempt which are certainly not possible at the time of writing. Next week I shall be able to deal at some length with the features of the great race; for the moment I must be content with making some reference to the race for the Oaks which is due to be decided on Friday. It is something which is well understood and yet strange in a sense that the Oaks should be so completely dwarfed by the Derby. The one is for all comers at three years of age—I mean those, of course, which were entered nearly two years ahead, and the other is for fillies only of three years of age. Both are very valuable races, but the two races are not to be judged by their near relation in the matter of stake values. The Derby is a thing apart in racing the world over. The winner of it represents a big fortune to his owner, and it is safe to say that breeding is influenced to a certain degree, but certainly influenced. It is otherwise with the winning filly. She is merely a unit distinguished for the moment and valuable only to her owner, though the winning strain of blood may teach us something.

One filly for the Oaks stands her ground as having a great chance. I refer, of course, to Silver Urn, the winner of the One Thousand Guineas. Who could have thought such a thing possible even at the outset of the present season; for Silver Urn had not been heard of outside her own stable, and I am sure that her trainer could not have dreamed at that time that he had the winner of the One Thousand Guineas and the favourite for the Oaks in his stable. And what of Golden Corn at the time of which I am writing? She was not only the best of her sex last season, but the best of her age in a year that produced such good performers as Pondoland and others. She was rightly regarded as the one that was going to make dazzling history in 1922. Then see how human hopes and aspirations and calculations have been exploded, as it were, by the course of events! Golden Corn proved herself in the One Thousand Guineas to be such a hopeless non-stayer, though a filly of grand speed, that it was realised she had no chance for the Oaks and in consequence will not be started. What a tremendous disappointment for her American owner, Mr. Marshall Field, and yet it has been proven time and time again that very speedy fillies do not train on into stayers in the mildest sense as three year olds. There is the recent instance of Pharmacie. The student of breeding, too, must have been vindicated by his look into Golden Corn's pedigree, which on the sire's side was all opposed to stamina. Of course, exceptions are occurring from time to time, but the book has been proved right in this instance.

Silver Urn is bred to stay, and we are convinced of her speed by reason of that good handicap she won at Kempton Park the other day over five furlongs. It may never occur again that the winner of the One Thousand Guineas will come out in the interval between that race and the Oaks and win a five furlong handicap. The accident was due, of course, to the fact that she was entered in the race before her real merit was disclosed. Whether the filly wins or not there is something romantic in the career of Silver Urn, and especially does this apply to her humble beginnings. I am not referring so much to her breeding from that remarkable brood mare, Queen Silver—that has been touched on at some length in these notes—as to her actual racing career. It is quite true that Mr. Persse had no special cause to exalt her as a two year old, but he did not despise her because she did not win a race. He knew the breed so well; he knew that, with the exception of Silver Image, the produce of the mare have not come to hand as two year olds. So it was with Silver Urn, and it is the reason why she got very light weights when at the outset of the season she was put in a handicap at Newbury and in the Esher Cup, which is a handicap for three year olds at Sandown Park. She was really fancied and backed at Newbury, but she did not give anything like the expected show. It was in the race won by Westmead, and perhaps the awful weather that day had something to do with it. Mr. Persse knew that the form was wrong, and so he backed her again at Sandown Park, and, as you know, she won that Esher Cup very easily. Still, she only carried a light weight, and I confess I could not regard her even then as the probable winner of the One Thousand Guineas. After all, there is a considerable gap between what we know as classic form and handicap form. I believe it is correct to say that Mr. Persse was just hopeful when he brought her to Newmarket to fly at the bigger game, and he had what was for him only a modest wager. She won, as you know, in capital style. Golden Corn had not much better speed of any for the first six furlongs, and after that her fine stamina enabled her to draw right away from the favourite and readily resist the challenge of Soubriquet.

Her next outing was for the sprint handicap at Kempton Park, which she also won easily, showing that she is a remarkably versatile filly and good at all distances—at least she most assuredly will be if she should win the Oaks. I have no doubt that some readers of these notes will have an opportunity of looking over the fillies in the paddock, and I am sure they will agree that there is no better-looking one than Silver Urn in the correctness of her conformation in all respects. If St. Louis had such a perfect back and loins as this filly then he would be far more perfect than he is. She has wide strong quarters, depth through the heart, and a most sensible head. I like her immensely quite apart from her performances, and though I shall have a saver on something else, which I shall indicate, I would on no account leave her out of the reckoning. It is something to know that since last we saw her in public she has done well and I have no doubt will be at her best in every respect to-day. And if any other owner has one to beat that best then I think he will win the race.

Naturally, there are good hopes of Sir Edward Hulton's Soubriquet, the filly that finished second to Silver Urn at Newmarket for the One Thousand Guineas. Tables are turned from time to time, since that is the essence of the uncertainty in racing, and one can readily imagine that Soubriquet might win the Oaks, providing that she could stay a mile and a half better than Silver Urn can. However, there is no proof of that. The race in which Soubriquet was accounted for by two lengths was over a mile, which, of course, is no conclusive test of stamina. It might be in favour of Sir Edward Hulton's filly that she also is one that did not come to hand early, by which I suggest that her merit may be far from gauged at the moment. She never ran as a two year old, and actually her first appearance was when she won the Tudor Stakes at Sandown Park a little while before the race for the One Thousand Guineas. Such a filly is quite likely to improve a lot, and the possibility is worth bearing in mind. It is the reason, doubtless, why those connected with her are understood to be decidedly hopeful.

Now let us have some regard to others, among which excellent accounts have lately reached me concerning Mysia, a filly trained by Mr. Gilpin, by Bachelor's Double from Mitylene. I recall her running well for some distance in the race for the One Thousand Guineas, when I am sure she was not fancied, through being backward. She has since gone the right way in every respect and has been making St. Louis put his best foot foremost. I believe there are great possibilities in this filly, and on no account should those who are betting on the race leave her out of the reckoning. Then we have Lord Astor's filly, Pogrom, undoubtedly a high-class one last year, especially on that day at Sandown Park when she gave a lot of weight and a head beating to Laughter, though I do not for a moment think that Laughter was herself that day. Still, Pogrom was always a good one when once she had made herself familiar with the racecourse. Mention of Laughter is a reminder that Mr. Joel runs that filly along with Adulation, which will run in the name of Mrs. Joel.

In an attempt to find the winner I find it impossible to ignore the valiant deeds this year of Silver Urn, but I think so highly of Mysia that I shall couple this one with Silver Urn.

The race for the Acorn Stakes on the same day as the Oaks is due to be decided is for two year old fillies, and among those with form and likely to run are Tetragon, Scrumptious, Carristown, Zareba, Su Su, Silver Grass, Atirovaf and Phyllis Dare. Lady of the Rose does not run. She is the filly that made a successful *debut* last week at Brighton for a small race, and is interesting as being the first of the progeny of that brilliant racehorse, Gay Crusader, to win. Her dam, Lady Hasty, is by Desmond, and belonged to Stephen Donoghue. I think this race will be won by Phyllis Dare.

PHILIPPOS.

COMMONLY CALLED "DARE-DEVILS"

By A. Croxton Smith.



CHAMPION WAR BONUS.



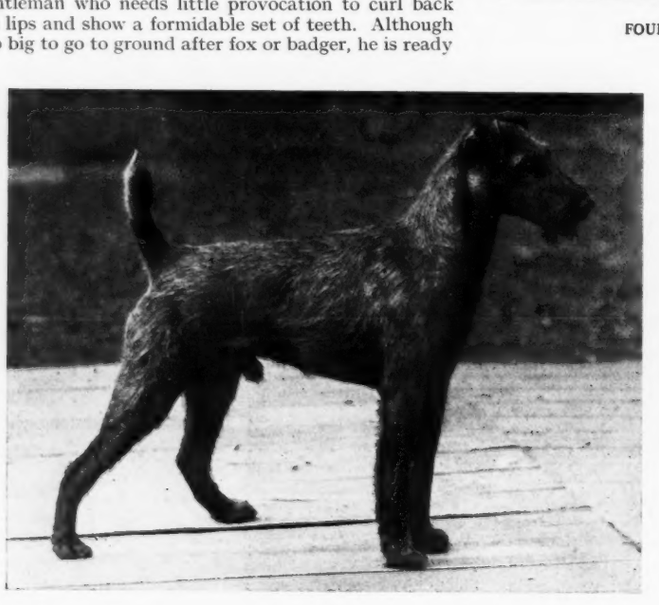
CHAMPION CELTIC PATRIOT.

CONTRARY to the usual views, Hazlitt once said that a nickname is the hardest stone that the devil can throw at a man. Most of us consider that one so distinguished is almost of necessity bound to be a good fellow. Certainly, the sobriquet of "dare-devil" commonly bestowed upon the Irish terrier must be taken in a complimentary sense, and all who have had anything to do with him will agree that it is well deserved. It is the practice nowadays for a limited school of critics to question the credentials of most of the modern terriers of any variety. According to them it is the indifferent specimens, which, for want of a better description, are called workers, that are the repositories of all the virtues. Far be it from me to decry anyone who does anything, whether it be man or dog, but my belief in the law of heredity is such that I can never understand why the indifferent terrier of a litter should be entitled to an honourable appellation that is denied to his brothers and sisters which may be fit to win prizes. As it happens, a great many of the breeders of show terriers are sportsmen as well, and they know, better than anyone can tell them, that a terrier deficient in fire and character stands but a poor chance in the strenuous competition that is to be met with in these popular breeds. The judges do not want a "mammy's darling," but a dog that is up on his toes, anxious for a scrap.

As far as I can ascertain, the Irish terrier now is very much what he always has been, a gallant gentleman who needs little provocation to curl back his lips and show a formidable set of teeth. Although too big to go to ground after fox or badger, he is ready



FOUR GENERATIONS OF THE CELTIC STRAIN.
A team of brood bitches.



T. Fall

CHAMPION CELTIC PLAYBOY.



CHAMPION ABERMOLLY. *Copyright.*





TWO FINE STUDIES OF IRISH TERRIER HEADS.

Champion Celtic Patriot. Champion Celtic Playboy.

to do anything else that he may be asked. He is a handy auxiliary in ferreting rabbits, his fine turn of speed putting him on level terms with any that escape, and he fairly murders rats with his powerful jaws. As a companion he is hard to beat, being of such a useful size, and I should be rather sorry for the burglar who happened to find one at home when he called. They may want watching on meeting other dogs while out for a walk, not so much that they are naturally provocative as that they are ready to respond to a challenge or resent an affront. The Club standard was evidently drafted by enthusiasts. Under the sub-heading of "temperament" it remarks that "dogs that are very game are usually surly and snappish. The Irish terrier as a breed is an exception, being remarkably good-tempered, notably so with mankind, it being admitted, however, that he is perhaps a little too ready to resent interference on the part of other dogs. There is a heedless, reckless pluck about the Irish terrier which is characteristic, and, coupled with the headlong dash, blind to all consequences, with which he rushes at his adversary, has earned for the breed the proud epithet of 'dare-devils.' When off duty they are characterised by a quiet, caress-inviting appearance, and when one sees them endearingly, timidly pushing their heads into their master's hands, it is difficult to realise that on occasions, at the set on, they can prove that they have the courage of a lion, and will fight unto the last breath in their bodies. They develop an extraordinary devotion, and have been known to track their masters almost incredible distances."



THOROUGHLY ROUSED. A FORMIDABLE SET OF TEETH.

It is difficult to award the palm for courage to any particular breed or variety, although one may fairly say that most of the terrier tribe are conspicuous in their fearlessness. Probably the most to be dreaded of the lot is the bull terrier, who has inherited the dourness of the bulldog with the alertness and activity of the terrier, and whose weight makes him a terrible opponent. Big game hunters on occasion have had to thank their bull terriers for getting them out of tight corners at the risk of their own lives. It would



T. Fall. A CHARACTERISTIC EXPRESSION.



A YOUNG IRISH BEAUTY. *Copyright.*

not be fair to compare the Irish terrier with one of them, because, though he has the spirit equal to an encounter, the odds are too much against him in weight and size. Airedales are another breed of which no one need be ashamed. Not so long ago I saw the photograph of one literally smothered with the quills of a porcupine. The Canadian porcupine differs from his congeners in having short spines, varying from 1in. to 4ins. in length, and so loosely fixed to the skin as to be easily detached. Terriers in India are considerably disconcerted on their first encounter with a porcupine, not knowing how to deal with an animal that attacks by rushing backwards instead of in the usual manner. Many Irish terriers find their way to India and other parts of the world, their sporting qualities being highly appreciated.

The United States take an annual toll of our representative show terriers, but in spite of that we manage to keep the breed going satisfactorily. The kennels of Mr. A. B. Montgomery, Aughton Park, Ormskirk, are at present in the ascendant, housing a number of the highest class of both sexes. He is in the enviable position of being able to keep champions at home and win with others, so that the "Celtic" prefix is regarded with respect wherever classes are provided. Among the most celebrated are Ch. Celtic Playboy, Ch. Celtic Patriot and Ch. Abermolly, all of which are young enough to score more victories for their popular owner. In a slightly older generation we have several other champions, and the character of the puppies promises to ensure continuity. Fortunately, on the principle that it is rarely in the interests of the breed to have one kennel so strong as to discourage opposition, there are two or three other owners capable of putting up a fight. The really excellent photographs with which this article is illustrated show better than any verbal description the class of stock favoured by Mr. Montgomery. It will be noticed that the approved type is built on more racy lines than the fox terrier, and it is not often that the red terrier's front and feet are quite so dead true as those of the other breed, although my impression is that there has been a considerable improvement of recent years. Indeed, I think that in most respects the modern terrier is well in advance of those of fifteen or twenty years ago, especially in coat and colour of eyes. If an Irish terrier is not exhibited too continuously it should be possible to put him down in decent coat without any further preparation than brushing and combing. The coat is cast naturally twice a year, and for some time afterwards a terrier will be fit for showing without any manipulation.

THE AMATEUR CHAMPIONSHIP

I AM writing this article at Prestwick, almost before the crowds and the cheers have subsided, while my legs are still aching with running after Mr. Holderness and Mr. Caven, my neck still stiff with craning over other people's heads in trying to see the play, and my poor brain still seething with excitement over a wonderful match. Of the finals that I have seen, only two can compare with this one. One was that between Mr. John Ball and the late Mr. F. G. Tait at Prestwick in 1899, when "Freddie" played his famous water shot at the Alps; the other, that at Muirfield in 1909, between Mr. Maxwell and Major (then Captain) C. K. Hutchison. I think the latter is the better analogy of the two. In both matches, save in this latter instance for one brief lapse in the middle of the second round, there was a mechanical precision of play which is very, very rare in amateur golf. Under the conditions of crowding and waiting, stampeding and rushing, it would have done infinite credit to any professional alive.

On Friday night there was, perhaps, a natural feeling to the effect that "the bottom had been knocked out of this Championship." Everybody expected to see Mr. Hunter and Mr. Wethered in the final. Doubtless it would have been an historic match between two of the few undoubted leaders of amateur golf at this moment, one of them the holder of the Amateur Championship, and the other the man who had beaten all our own professionals in the Open Championship, one a Scot and the other an Englishman. But had that match been played the golf could not possibly have been better nor the excitement more intense than it was in the actual final. Neither Mr. Hunter nor Mr. Wethered could have been more worthy to win the Championship than Mr. Holderness was, and if Mr. Holderness had not won, Mr. Caven would have worn the crown with equal distinction. I am not going to tell the story of the match all over again, but will merely pick out some crucial moments to talk about. There are two in particular that I shall not forget. One was at the thirteenth hole in the first round. Mr. Caven was two up; he had been putting beautifully and he had a very holeable putt, perhaps 6ft. or 7ft., to win the hole and make himself three up. He just missed it and three up always seems to me a very much bigger lead than two up. Anyhow from that moment Mr. Holderness made a continuous and brilliant spurt, till the end of the round, finished in 4, 4, 4, 4, 3 (magnificent golf at Prestwick), and turned two down into one up.



MR. ERNEST HOLDERNESS.
Amateur Champion Golfer, 1922.

The second crisis was at the eleventh hole in the second round. Mr. Holderness after leading by two at the fifth had played poorly and been brought back to square at the eighth. Once more he had got his nose ahead and once more he had made a mistake and Mr. Caven had taken advantage of it. Now, when the hunter has been hard on the hunted's heels for some time and then gets ahead of him, the game, in my experience, generally ends in his favour. If Mr. Caven could gain the lead now, things might go very ill for Mr. Holderness. I fancy that he was perfectly conscious of this himself and the more honour to him that at this supreme moment he played two match winning holes, the Wall and the Sea Hedrig, in four apiece, holing in each case an extremely good putt. Even after this effort he



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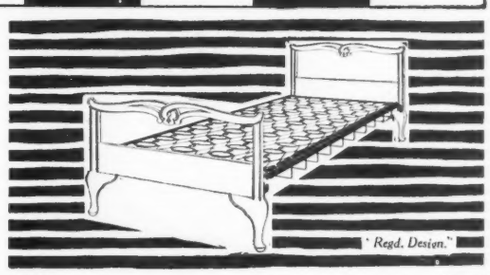
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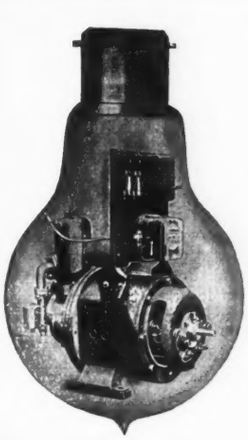
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had a desperately close call, but as far as any one thrust could do it, I think those two fours won him the match.

The feature of the play that struck everybody was the excellence of the putting. There were not many very long ones holed; indeed I can only recollect one, a real beauty down hill by Mr. Caven at the ninth in the first round, but the way in which both parties holed out from 10ft. and 8ft. time after time was truly remarkable. Granted that the Prestwick greens were very true and rather slow and therefore that the putting was as easy as it ever can be under the agonising circumstances of a final round, still the high standard of excellence attained was worthy of all praise. When I compare it with the putting of nearly all the professionals in the *Daily Mail* Tournament at St. Andrews a fortnight before, I feel thoroughly cheerful about amateur golf

For that matter, everyone who was at Prestwick was impressed by the general goodness of the golf, not only by the play of one or two outstanding figures, but of the general run. Go where you would you saw players, whose names you generally did not know, driving with fire, length and precision and playing all the other shots, too, more than adequately well. Last year our team at Hoylake gave a rather miserable display against the Americans and British amateur golf seemed in a bad way. Perhaps it had not then recovered from the war, but this year I am sure that it is good and will soon be better still. I do not say that we can pick a team that will beat the Americans in America. I do not think we can, but we could pick several teams that would do us credit and there are young players coming up on every side. Especially is this true of the West of Scotland, which had a large number of most worthy representatives in this Championship headed by Mr. Caven. The courses around Prestwick are as full of good golfers as a bin is full of bottles.

Of these young men nearly every one seems to possess the secret of hitting a golf ball a very long way, which most people who were brought up on the gutty did not discover. It is easy to say that it consists in punching or hitting rather than swinging, but I do not know that this gets us a great deal "forrarder." Certainly the moderns do hit very hard indeed, but this would be of little use to them if they had not other virtues as well. They stand for the most part very still on their feet, they do not overswing, they economise rigidly in body movement. Again, in the iron play the young amateur of to-day is mastering if he has not yet altogether mastered, as has the professional, what is called the "push shot." He is hitting the ball boldly up to the green and when the ball gets there it is stopping quickly with a good deal of back-spin on it. To be sure the Prestwick greens were in this respect flattering. A ball pitched fairly high into the air was not inclined to run very far if struck in a plain straightforward manner, but even so I was a good deal impressed by the firmness and decisiveness of the play up to the flag. In fact I think British amateur golf is going to be very good soon, too good for old gentlemen to play!

IRISH MOUNTAIN FOXES

IN most wild districts of the West of Ireland, especially in counties Mayo and Galway and the mountains of Connemara, foxes abound in great numbers to the great destruction of game and hares, and also, in a lesser degree, of mountain sheep and lambs. The poultry in these districts seldom stray far during the daytime, and at night are safely shut up in the cabins with the owners. If we did not wage incessant war on the foxes we should have no game and very few mountain lambs would escape.

For some years before the late war we had a large shooting in the south-east of the County Sligo, part of which consisted of grouse ground on the eastern slopes of the Ox Mountains. On our way from the shooting lodge to the mountains we had to pass through a straggling village, and it used to be a curious sight in the early morning of a fine August day to see the country women of the village, as soon as they were up, hunting every little field and garden near their cottages with their dogs in order to hunt out any lurking fox before letting out their hens for the day. They told us that at one time they used to lose great numbers of poultry through "bold" foxes lying in wait in the early mornings for the poultry to be let out.

Before the bridge over Achill Sound was built foxes were unknown on the island, but very soon after the bridge had been built the islanders found their poultry disappearing.

During the summer-time, on the west side of the Ox Mountains, we used hardly ever to see a fox, but directly the cold weather set in and with the first fall of snow, the foxes would leave their dens in the mountains and take up their quarters in the outlying woods for the winter.

On a still, frosty night one could hear the barking of foxes on every side, and we used even sometimes to hunt them on a moonlight night through the shrubberies with the house dogs.

One winter's morning the keeper found on the top of a small green hill in the park two traps which he had set in a rabbit run, both sprung: in the first trap was the leg of a woodcock, and in the second the leg, or rather part of a leg as far as the fetlock joint, of a fox. There had been frost during the night, and most likely the woodcock, while turning over some dead bracken near the place where the traps were set in search of insects (the ground was too hard for it to feed in the usual feeding-grounds), walked into the first trap. Afterwards the fox came along and, with the instinct most human beings and animals seem unable to resist—of following a path or going across country or following the line of least resistance—started to follow the rabbit-run, found and snapped up the woodcock, proceeded along the rabbit-run again and fell a victim to the second trap.

When a fox's foot or leg is found in a trap it is usually assumed that the teeth of the trap were too sharp and cut through the animal's leg during its struggle for liberty. What really happens is that the fox, realising that he cannot free himself, deliberately eats off his own leg and thus frees himself. Generally a fox, when caught by the leg in a rabbit-trap, pulls up the peg in his struggles and hobbles off to some den in the woods or mountains and waits for his leg to rot off.

I was woodcock shooting once alone on the verge of a mountain in Mayo just outside a large wood: there was a strong wind blowing at the time and I kept hearing what sounded like the rattling of traps on rocks, but when I stopped to listen the noise stopped also. I then sent my setters over the wall into the wood, and at once a large dog fox sprang up out of the undergrowth and set off as best he could with a rabbit-trap on his off hind leg. A trap had been missed the previous night out of the park, and the fox must have taken at least twelve hours to cover a mile of ground.

One bait a fox can never resist is a waterhen, either left poisoned outside a den or in a trap: on any moonlight night in winter-time, and often in the daytime, foxes can be put up in the reed beds along the banks of the River Moy—waiting there to pounce on a waterhen. For a long time I was puzzled to know what became of the hundreds of young waterhens that we used to see during the summer-time when fishing on the Moy; but this explained their disappearance. We used to find that any poisoned waterhens left close to a fox's den were taken at once, while the bodies of hens would generally be left severely alone.

When shooting on the Ox Mountains in winter-time we used always to spend several days hunting every known den with terriers, and in this way accounted for many foxes to the great delight of the peasants who lived on the verge of the mountains. We found that if we kept quite quiet and did not speak at all most of the foxes would bolt within a few minutes of letting the terriers into the den; but the great trouble was that you could never tell whether a den was inhabited by foxes or badgers, or by both together. If by badgers we would generally waste two or three hours before we could get the terriers out again, and then they would be useless for the rest of the day after a hard tussle with an old badger. Seldom, if ever, could they bolt a badger, though sometimes if the terriers could be got out by firing a shot and taken away out of hearing and we waited in complete silence the badger would appear after five or ten minutes.

A herd on the mountains, whom we employed as a game-watcher, had a small thick-set sheep-dog called Kruger, and this was the only dog I ever saw capable of running down and killing a fox on the open mountain. Kruger used to be able, unaided, to catch and kill a fox within three hundred yards of the fox leaving the den.

When grouse shooting we used often to put up a fox—always sleeping in some sunny hollow on the slope of a mountain and well out of the wind; and though, in spite of all we could do to prevent them, the setters always gave chase, yet I never remember seeing a setter which could even keep up with a fox, let alone catch one. In fact, Kruger was the only dog I ever saw which could compete successfully with a fox over rough mountains.

Paddy O'Hara, the herd, told us that when a puppy Kruger had been badly bitten by a fox and ever afterwards had shown the greatest ferocity and keenness in hunting foxes, though gentle with people and quite quiet with other dogs.

I believe that in India tigers only take to killing human beings when, either through old age or some physical disability like worn-out teeth or lameness, they are unable to catch game. In the same way I think that foxes in our mountains will never kill mountain sheep unless driven to it through either old age or lameness; but once a pair of foxes, and they always seem to attack sheep in pairs, take to killing sheep, they will continue to do so as long as they live. Mountain lambs are different, and it is doubtful if any fox can resist a lamb, especially if the fox has cubs at the time.

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DOG TRAINING BY AMATEURS

I THINK I can justly claim to be the pioneer of modern dog training, and also to have trained more spaniels and retrievers than any other living man. This claim is not made in any boastful spirit, but with a view to showing that my methods must be sound, for, as the old saying goes, "the proof of the pudding is in the eating." Why more sportsmen do not train their own dogs is something of a mystery to me, unless it is that they mostly have the idea that the work must be carried out in the woods right away from home. In reality the whole thing can be done in the garden or on the lawn, sufficiently at least for the dog to pick up the ultimate realities in a couple or three days during the actual shooting season. All that is necessary is to gain absolute control and steadiness; the rest is easy.

A certain number of personal qualifications are necessary. This is what I wrote about one of these in 1895: "One thing I wish to impress upon my readers is this, that on no account must a person lose his temper with a puppy, for, depend upon it, if he does his pupil will know it quite as soon as he does himself, and will be afraid and so lose confidence in his tutor.

To gain the confidence of a puppy is often most easily accomplished by going the nearest way to his heart, and that is down his throat. To this end a few tasty pieces of biscuit introduced at odd times on visiting the kennels will soon lead to satisfactory results. The first thing I teach a puppy to do is to sit down and to remain down until I move on. He is then accustomed to the idea that a click of the tongue is a signal that he may get up and follow. When this lesson is being given a short check cord about ten yards long is attached to the collar, so that, should the puppy be inclined to run off, the foot may be pressed on the cord as a proof that it is your wish and not his that must henceforth prevail. Many details of training aim at implanting in the dog's mind the feeling that some invisible control exists between him and his master.

The old idea of training a dog to the gun was to take a retriever straight out into the shooting field, often enough with a party of guns, and shoot the first head of game that got up. Before the end of the day the puppy would be running in to every shot and chasing every head of ground game that got up. Such a proceeding is nothing less than putting the cart in front of the horse; in other words, introducing a novice to the world before it had been trained to know right from wrong. In the case of a spaniel of the old school the first thing would be to send it into a thick bush full of rabbits and let it hunt and chase and generally get out of hand. No wonder that very few spaniels of those days ever became perfectly steady. Those that did so only attained wisdom by the aid of numerous and unmerciful thrashings. No doubt this had some connection with the old saying, "A spaniel, a woman, a walnut tree, the more you thrash them the better they be." Even to-day I am often told that it is impossible to train a spaniel without a liberal use of the whip. Nothing is further from the truth, for at least 50 per cent. of the many hundreds which have passed through my hands have never once been touched with whip or stick. This is not to say that no dog must ever be chastised, for in some cases punishment is absolutely necessary. On such occasions it must be done well, the usual result being that it never has to be repeated. The great secret of dog training is never to give an order unless you can compel your pupil to obey. More especially is this the case in the earliest lesson of all, that of teaching obedience. Behind this rule is the art of conveying to the canine intelligence the thing that is required.

In years gone by a general belief prevailed that no dog could become thoroughly reliable under three years of age, and no doubt, having regard to the wrong methods pursued, it was perfectly true. By a slow process the dog gained wisdom by being beaten at both ends—by the hare which he failed to catch, by his master for attempting the impossible. To-day there are still many who firmly believe that a dog cannot be made steady to fur in the first season, and when they see one that is, they retort, "Oh, that is an exception." My own experience is that at no time in its life is a dog more reliable, so far as steadiness goes, than in the first season; but this only applies to dogs which have been trained on principles which take due account of its tendencies.



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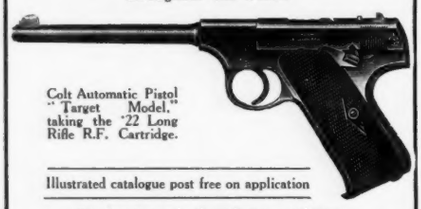
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should it be introduced to the real business of shooting game. If by chance the dog on that occasion wishes to do wrong and stands in need of correction, it has committed an offence which it can identify as such.

By way of illustration let us take one of the commonest faults in a dog, that is, when they are loath to deliver their game to hand. Often such dogs have a habit of making a circle several times round their master before deciding to give up the prize. Mostly this is caused through the dog having run in to shot and picked up the bird on his return delivering it to hand and getting a thrashing for his pains. It is bound to think that the thrashing is for fetching the bird, for there has been nothing to convey to its intelligence that the running in was the sin committed. Of course, the same fault can be encouraged by a handler who runs after his dog. The correct practice is to stand perfectly still and command the dog in a firm voice to "fetch it."

The higher the courage of a puppy the longer should its introduction to the real thing be delayed. The mistakes which I myself have made in judging the character of dogs in this particular have invariably imposed the severe penalty of a long course of extra work to undo the harm that has resulted. The temptation is at times difficult to resist. What I mean by high-couraged dogs are those which are of an excitable nature and go out with more force than brains, not giving themselves time to do their work properly.

There are many who never think of starting to train spaniel or retriever until they take out the gun and shoot something for the dog to find; and, as I have said before, this is starting at the wrong end. One of my chief aims is to keep the pupil in the dark as long as possible as to the killing power of the gun, and if this is done matters are very much simplified. The first time the gun is taken out its purpose is to accustom the puppy to its flourish and general presence in the hands. If a dog is at all nervous, he can be made gun shy by carelessness in firing the first shot. First, accustom him to the sight of it, so that he may be cured of any nervousness, such as might be equally induced by the carrying and flourishing of a broomstick. Many dogs which are classed as gun shy are really gun nervous. For the former there is no cure. The cures which are claimed to have been effected are of gun nervousness only. This can, as a rule, be avoided, though there are cases of peculiar sensitiveness which to my mind may originate from some event in the life of the dam when carrying her puppies. Most dogs can be tested for gun shyness by a sudden clap of the hands when they are not looking, and this is one of the first tests to which I submit a puppy. Constantly throwing the gun to the shoulder without firing tends to prevent any connection being established in the puppy's mind between the action in question and the something being killed. The dog that runs in to shot is often half way to the bird before it touches the ground, and this because he gets the signal from the lifting of the gun. In other words, the worst difficulty encountered in dog training is the one I get over most easily.

A person who reads these very general observations may gain the idea that training a dog for his own use is a formidable task, but, so long as you avoid starting at the wrong end, it is a very simple matter to train one or two in the course of a season. A sportsman who has never made the attempt is more likely to achieve success than one who is rooted to unsound ideas and methods. Provided you are willing and able to take an interest in the dog and gain its confidence, it will very soon be inspired by a desire to please its trainer. Many think that a lot of time must be devoted to the task, but nothing of the kind, for once the first lesson of obedience is mastered the rest is easy. In fact, a lot of valuable training can be given indoors—that is in the case of a puppy that is allowed the run of the house—by making it use just one certain place to lie down in. Where a basket is used you just put him into it while saying the word. If he attempts to get up, you gently push him down, repeating "basket." After this has been learnt you just point to it, always saying the word at the same time, and if he does not go to it take him by the collar and gently lead him towards it, again repeating the order and pointing. If this is done two or three times a day for a week the order will soon be immediately obeyed. The other processes of education are equally simple when you know how to set about them.

R. SHARPE.

SHOOTING NOTES

BY MAX BAKER.

IS THE WILD PHEASANT A MISTAKE?

THERE are some people who believe that a really bad game-rearing season would do a vast amount of good to the cause of shooting. We have now enjoyed a run of about ten good seasons, and in that time have, for extraneous reasons, witnessed the complete cessation of artificial pheasant rearing, followed by perfunctory and half-hearted return to the pre-war system. At first there were many who believed that the prohibition of special assistance to the pheasant would result in the breed disappearing, but a new race sprang up, able to fend for itself and, by superficial reasoning, independent of human aid. Quality has deteriorated, as is proved by the immense number of orders which have this season been received by game farms for small quantities of eggs, usually less than a thousand. The obvious purpose behind these orders is to effect a change of blood and, so far as it can be brought about, a return to the finer birds of the past and the better mothering instincts they possessed, all this apart from the better flying tendencies of pre-war pheasants. Where the wild bird has disappointed expectations is in the fact that it is a greater nuisance to the farmer than were the heavy stocks formerly kept under practically complete control. To-day they are all over the place, difficult to keep off the land at critical periods and resistant to the discipline formerly enforced. Apparently, the unpremeditated test which has been made suggests that the old order of working was preferable to the new. Under the old conditions a moderate supply of stock birds was got into pens and their eggs gathered for incubation under broody hens. The chicks grew up in the rearing field and were in due season transferred to the coverts, being fed therein and taught to regard them as home. Only when the harvest was gathered did the birds fully avail themselves of the liberty accorded them, the fall of the leaf bringing even the wanderers back to their proper place. In this way the partridges were left exclusive use of the open country where no farmer objects to their presence, true wild pheasants being only allowed to remain in unobjectionable numbers. The efficiency of pen-laying and hand-rearing methods produced the needful material for sport without the present-day suggestion that England is a game farm.

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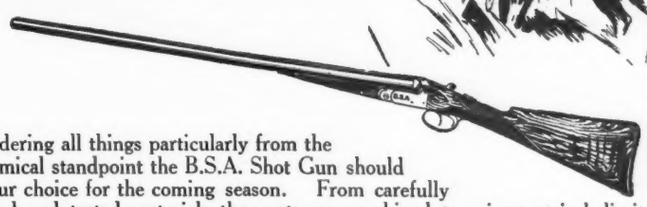
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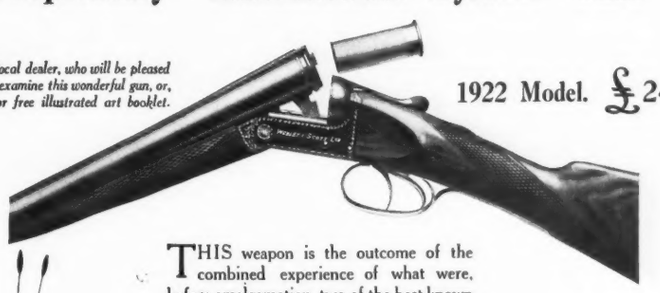
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A VISIT TO CHILCOMBE RANGE.

At this period of the year the Public Schools are very busy on the open air rifle ranges, that is those of them that are lucky enough to have one handy. Winchester, to which I recently paid a visit, certainly belongs to this class, for the celebrated Chilcombe Range is but a little over two miles out of the city, so can easily be reached on the push cycle which everyone seems to have. There is plenty of accommodation and an efficient staff of markers. On the day of my trip ordinary class firing was in progress, so that there was no means of judging the proficiency of the shooting eight. The range differs markedly in its conditions from Bisley. A steep chalk hill, of which one end is shown in the illustration, serves as a natural butt and also as a very effective stop for winds down the line of fire. The 100yds. firing point is separated from the targets by a fairly level stretch of ground, but by the time you get back to 500yds. you are shooting across a valley sufficiently deep to prevent any inconvenience from the boil of the air as it rises off the hot ground. Thus the curious visibility conditions of Bisley and its fish-tail winds



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are lacking. On the other hand, the cross winds up and down the valley have plenty of power, though not the same variability of current strength as those near the ground. This is just as well, for the range is most decidedly under-flagged. Though I gained no deep additional insight into rifle practice by watching this day's proceedings, nevertheless, I picked up a few useful notions. One of them was the importance of open-air shooting with the full-power rifle. Theoretically, the miniature weapon teaches position and steady holding, but in practice the perfections previously acquired indoors have in a measure to be re-mastered. Coaching is also a most difficult art. As a mere spectator I contented myself with closing one eye and carefully studying the dancing foresight of any particular shooter whose work I was watching. Some would manfully fight the shaking tendency and reserve their fire till momentary steadiness had been attained. Others, when corrected as to position and lectured as to the mode of viewing the sights, would become distracted and let off on a wobbling sight.

A FURTHER CARTRIDGE PRICE REDUCTION.

Grand Prix and Bonax cartridges, the former loaded with "Smokeless Diamond" powder, have been reduced in price to 14s. per 100. This is very welcome news for those who have felt the pressure of high prices for ammunition. The reduction means more than a mere comparison with the cheapest pre-war prices would suggest, for a great many of the reductions in other commodities, such as have been blazed before the public, are the consequence of a desperate effort on the part of manufacturers or middlemen to unlock some of their capital. Goods which are manufactured for day to day use are still very dear, and that is because there is no accumulation of stocks to be cleared. As a consequence the fair manufacturing and distribution costs are shown in the prices charged. Another thing which makes cartridge prices lower than they actually appear is that a large proportion of the former patrons of expensive qualities have moved down to the cheapest proprietary brands. These now gain the benefit of being loaded with the best powders, so they may be said to rank higher than the cheaper pre-war sorts. There was naturally more profit in the superior brands than in those which by every test did exactly the same work, hence, besides the recent reductions in price of the cheaper cartridges, there has also to be taken into account a concurrent lowering of the qualities in average demand. If anybody holds the opinion that cartridges are still disproportionately dear, and by inference carry large profits, such opinion is to some extent stultified by the absence of any newly promoted companies entering the lists on competition intent. The fact of the matter is that the sporting cartridge is a very complicated structure. Anyhow, it is now down to less than 2d., and, knowing what I do about manufacturing conditions generally, I regard it as a fine feat.

THE GAMEKEEPER'S RIFLE.

For many years I have wondered greatly at the small use made of the rifle by the general run of gamekeepers, but at last I have met one who is as adept in its use as in that of the shot gun. His favourite weapon is a Greener ·22 with Martini action, duly fitted with an aperture backsight and a foresight having ring and bead interchangeable at will. Other items in his armoury included an automatic and several more usual types which I had not time to examine in detail. One of the most sporting uses to which the weapon was put was at wood pigeons. Stationed under a favourite roosting place he would get in his shot as soon as the latest arrival had alighted on a branch, care always being necessary to ensure that no intervening twig lay in the line of flight as it would inevitably turn the bullet. Usually, he brought back more birds than those armed with a shot gun. Pigeons I was informed are considered fair game even at the present season, the result no doubt of their inconveniently large numbers later on.



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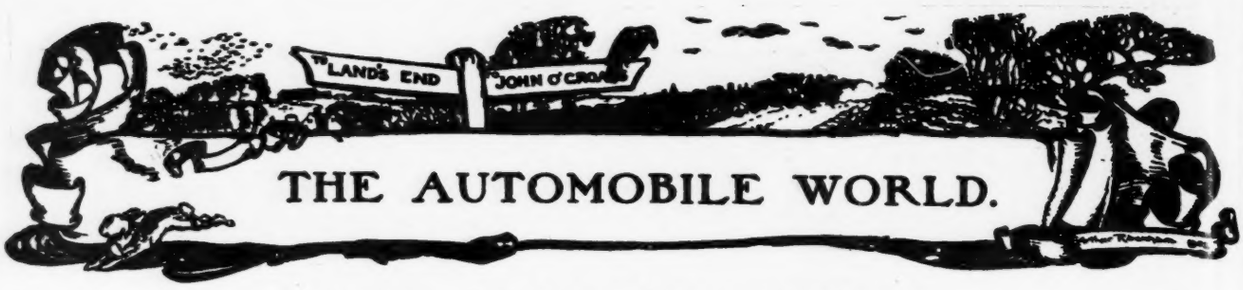
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THE AUTOMOBILE WORLD.

THE LONDON-EXETER

OF course it was raining. If it had not been, the journey on which we were embarked would not have been the London-Exeter, which means far more than a journey from London to Exeter and back again. From what seems like time immemorial to the motoring historian, on the evening of Boxing Day at 8 o'clock the first man has left Staines Bridge for Exeter and has been followed at intervals of one or two minutes by a string of fellows in a foolhardy and hazardous enterprise. At least, so it has been described every year by some of the crowd of spectators who have assembled to see the start and who see motor cycles venturing forth into the night facing rain storms and unknown horrors on Salisbury Plain, as well as innumerable hills in Devon. I will not go so far as to say that the London-Exeter has never taken place in fine weather, but certainly I have never seen a start that was not accompanied by a cold, drizzling rain and sometimes by heavy, drenching squalls.

But what is this London-Exeter, and what is its import? In those early days when the capabilities and possibilities of the mechanically propelled vehicle, whether two, three or four wheeled, were a mystery not only to the public at large, but in many cases to the makers and users of those vehicles, the way of public demonstration and the path of improvement lay in numerous reliability trials, the character of which was as various as their number was large. But of all these trials two soon established themselves in premier esteem both as regards their value from the point of view for which they were invented and by virtue of the appeal that they made to the imagination and zeal of the competitors. The first of these is the run from London to Edinburgh every Whitsuntide; the second is the London to Exeter and back on Boxing night.

Naturally, these runs, like many other things, were suspended during the war, but in 1919 the field that turned up for the London-Exeter at once dispelled an impression that these enterprises of a few rash young men would never regain their former popularity, and this year the field that left Staines was probably a record. Starting in pairs, with the first pair off at 8 o'clock, there were 118 motor cycles and side-cars, then came a few three-wheeled cars, and then four-wheeled cars, making a grand total of some 280.

It is said sometimes that the modern motor, whether it be a motor cycle or a motor car, does not need such events as these to demonstrate its reliability and its capability; but a strenuous trial such as the London-Exeter is a very different affair from a trip conducted at the driver's own leisure over exactly the same route, and whether motor cars or motor cycles are entirely immune from the dastardly attacks designed and delivered by the weather and the roads over Salisbury Plain and in the byeways of Devon and Dorset may best be judged from the fact that quite a considerable proportion of those who started failed to return. Certainly the proportion was not so high as it used to be. It would be absurd to pretend that these reliability runs are not developing design and demonstrating progress to-day just as they did in the very early days.

THE NATURE OF THE EVENT.

There was, of course, nothing of a race about the event, and it is important that this should be said and remembered, for although these runs have been held for so many years and, although reliability trials on similar lines are being frequently organised and held all over the country, the lay Press insists on dealing with them in such a way that they appear to be races or competitive events for a single premier place. Even if the word "race" is not used, the statement that John Jones on a 10 h.p. X.Y.Z. was the first car home suggests that John Jones had run a magnificent race. Actually, he would be the first car home only because he happened to be the first to start. His time of leaving is most carefully scheduled, as also are his times of arrival at the various controls, and if he or anyone else is more than fifteen minutes ahead of time he is disqualified. A margin is allowed by which an entrant may be fifteen minutes early or ten minutes late. It seems a fairly generous margin and most of those who are lucky enough to avoid any trouble have no difficulty in timing themselves to arrive at the right moment both at the various controls, which are welcome feeding places, and at any given spot on the route at the time that they ought to be there. The schedule is worked out at 20 m.p.h., and in order to prevent entrants from driving at high speeds on easy sections and then waiting a mile or so out of the control until the correct time for their arrival approaches, secret checks are instituted by which an observer seated in a car in some side turning over the route watches the entrants as they pass, notes their time and reports if this is not within the twenty-five minutes margin of the time they should be passing that particular point.

It is because so much misconception exists on the nature and value of these trials, and because many car owners interested in them in a general way have little opportunity of ascertaining exactly how and why they are conducted, that I feel justified in describing the run through the last London-Exeter and, because it is a fresh experience for me, I trust I shall have that fresh point of view which will make my story interesting to those to whom a long reliability run is not an every day event for which they have that contempt bred of familiarity.

THE START.

After waiting in the drizzling and crowded streets of Staines for an hour or more and after amply fortifying the inner man and stowing away a reserve of food in the recesses of the car, we in the Ruston Hornsby faced and left the starter at 10.41 p.m. Our predecessor had gone a minute before, our successor was just behind, waiting to follow at 10.42. The rain was light and a hood always impedes one's driving to some extent so that we decided to start away without it and I was soon very glad that an adequate supply of rugs enabled me to stow myself away in the back of the car, entirely covered up and protected from the biting rain that kept the driver and passenger at his side fully alive to the unpleasantness of the night and the magnitude of the task in hand.

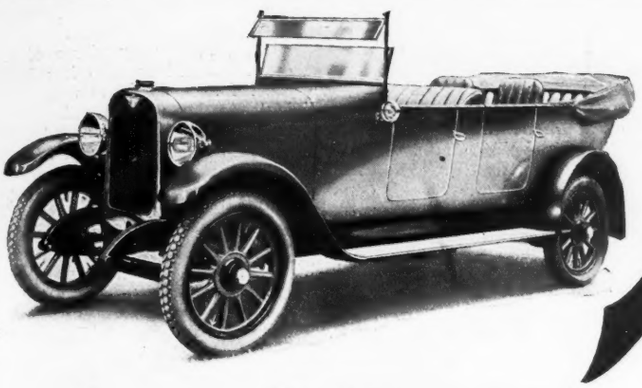
To the novice one of the most surprising things about these runs is, perhaps, the apparently deserted nature of the road along which he is going. Strangely enough one does not find oneself in a stream of motor cycles or cars, as the case may be; and, although bunches occasionally meet and sometimes the cars are in their correct order, the greater part of the run is done in impressive isolation. Our lamps were good and the shining roads, the bare tree branches illuminated in the fitful white, with an occasional glimpse of a head lamp in the distance or a tail lamp in front made the fleeting miles interesting and weird.

A stop to raise the hood when the rain became heavier, and then on to Salisbury, where we were due for supper at 2.19 and where we clocked in to the minute. Sitting in the back of the car, as I was, my face had become encrusted with a thick layer of mud, and so, after leaving Salisbury at 3.19, we put up the side curtains of the Ruston Hornsby, and thenceforward to Exeter travelling was almost a pleasure in spite of the weather, for the wise provision of many coats kept us all tolerably warm. But in our comfort we could not but think of those heroes on solo motor cycles who were braving the elements comparatively unprotected in search of the elusive "gold"; that is, the gold medal, which is the highest award and is given to those who keep to time and who climb all the hills without a stop. Some wiseacre has been attempting to upset the popular conviction that the hour before dawn is the coldest of the twenty-four. If this iconoclast could take part in a London-Exeter run he would be quite content to abide by the alleged fallacies of the populace for ever more!

A little pushing on by the driver to the instructions of the man at his side, who held the watch and the route card, put us fifteen minutes ahead of our time, and so we could, and did, indulge in a ten minutes' rest at Yeovil, where we emptied the vacuum flasks of their Bovril and their tea. Soon after Yeovil came the first of the observed hills, which was contained in a non-stop section of a mile in length. No penalty is incurred for a stop at any part of the route, so long as it does not involve falling behind time, except in these non-stop sections, after entering each of which the driver must not halt until it is finished. The first non-stop included Chard Hill, a long, straight ascent that the Ruston Hornsby mastered without difficulty, clocking in to time at the top.

THE TEST HILLS, EXETER—AND BREAKFAST.

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over the isolated heights, promising a better day for the return journey than the night had been for the start. And so to Peak Hill which, situated in winding Devon lanes, is a severe test for any car or motor cycle, however modern its design or however efficient its engine; but we mastered it easily, passing one or two stranded competitors on the way up and looking behind to see one or two others anxiously beginning the test. After the top of Peak Hill to Exeter, we, like everyone else, had to make a rush to get up to time. Whirling through those narrow, winding Devon lanes in the early hours of the morning with the rain uncertainly stopped and the roads almost swimming was an experience that one does not forget easily. Practically every competitor had to do the same as we were doing when we caught our first glimpse of the estuary of the Exe and sank down to Exeter, clocking in once more just on time.

A two hours' rest here for breakfast and we were off again at 10.49 a.m. on the return journey, but along a different road as far as Salisbury. Now and then a glimpse of the gleaming sea was vouchsafed us on the distant right, but there was no time to stop and admire the view, for Salcombe Hill, the most severe of the whole trial, lay ahead. We began the ascent in fine style, but it soon became apparent that the finish of the gradient was going to prove no easy matter even to the Ruston Hornsby. We kept steadily climbing until within about thirty yards of the top, where two cars lay ahead of us side by side and, owing to some carelessness on the part of the officials at the top, a motor cycle with sidecar was descending towards us. A stop was inevitable, and so we stopped, getting away again in about twenty seconds without much difficulty, but this was in a non-stop section and a stop for any cause was not permissible. So are gold medals lost and won, but it does seem a natural demand that if the officials impose a non-stop ascent of a certain hill they ought to take reasonable precautions to prevent that hill from becoming choked by non-competing traffic while competitors are ascending. Unfortunately for our chances of a premier award we were not brought to a standstill definitely because the road was entirely blocked in front, but as our driver saw the possibility of collisions he had to check his speed. Immediately after the check the road was clear and he could go on, but a momentary check like this on a 1 in 5 gradient of a mile or more in length is enough to spoil a clean ascent by any car, and so it did in our case. I believe that a baulk—that is to say, a stop due to congestion among other traffic—is being claimed, but under the circumstances there may be some difficulty about allowing the claim, and so an otherwise certain "gold" will be reduced to a "silver."

After Salcombe the road home through Lyme Regis, with a luncheon stop at Salisbury, meant easy and, indeed, delightful going. The sun was shining brilliantly, the air was warm and the car ran perfectly. Occasionally we passed other competitors, and occasionally others passed us in the spirit of good fellowship and comradeship which these runs have long been famous for engendering, but all in our immediate section entered Salisbury in proper order and to correct time, having passed what we thought to be a secret check a mile or so before the town well within the permissible margin. To stop at 3.35 p.m. for lunch when a driver has already the greatest difficulty to keep his eyes open is not altogether to be recommended when so much depends on what is, from so many points of view, the most trying section of the whole run, and so we contented ourselves with a very light tea. Although from Salisbury to Staines contained nothing but smooth and easy going, in spite of the gale blowing across the bleak open spaces of the Plain, it is always a very difficult section, largely by virtue of its very easiness. A driver who has been at the wheel for twenty hours finds it very difficult to keep his mind awake and concentrated on the road ahead, and so we passengers in the Ruston Hornsby, like those in many other cars, intrigued our driver into petty discussions and wild speculations solely to keep him up to his job. It is, of course, an important condition in these trials that the entrant shall drive the car himself throughout and shall not be relieved.

And so, with very slow and easy steps, which meant our taking quite an hour for the last fifteen miles, we came to Staines, clocked in and signed the time sheet dead on time. When the last of the dozen or so cars behind us had turned up another London-Exeter was over; this one voted, by general consent, as enjoyable as any of its predecessors, more exacting than most—all these trials are "stiffened up" every year by the inclusion of more difficult hills—and as popular as ever. W. H. J.

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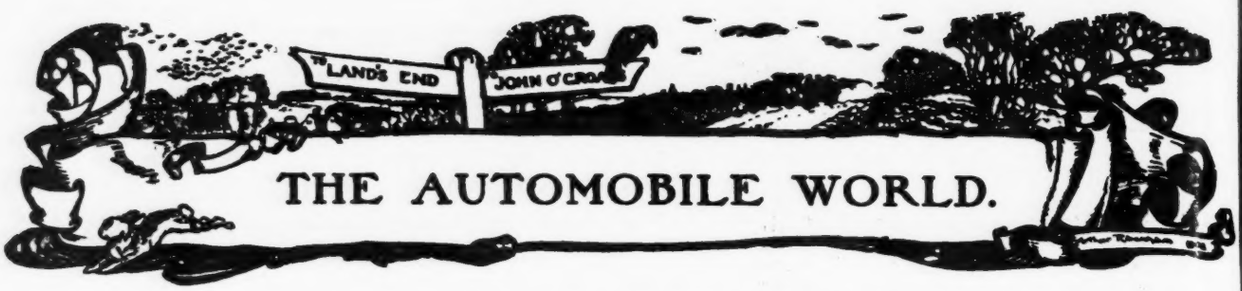
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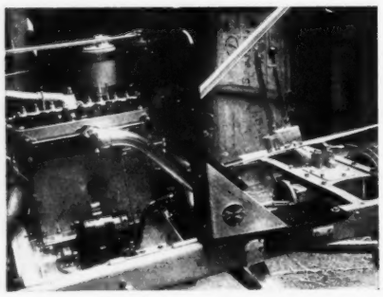
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THE AUTOMOBILE WORLD.

THE NEW STANDARD CAR

ALTHOUGH the very earliest cars that were made by the Standard Company of Coventry were what may be called the large medium-powered class, the name Standard has so long been associated with genuine light cars that one is apt to overlook that "Standard" and "light cars" are now wrongly regarded as synonymous terms. In 1913 the 9.5 h.p. Standard was introduced, and immediately reached the front rank of light car popularity. With minor

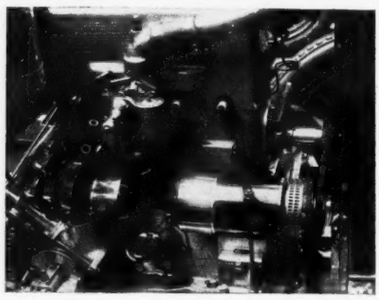


The near side of the Standard engine with the valve gear cover removed; showing also the mounting of the gear-box in the chassis.

modifications in design this car remained the sole item in the firm's programme until 1920, when the 11.6 h.p. model made its *debut*, and now, a year later, there are yet two more Standard models which, replacing all the previous cars, constitute the programme for 1922. The larger of these, and the subject of the present note, is really a drastically modified 11.6 h.p.; but, as will be apparent from the following description, it is now an 11 h.p. in nothing but the firm's designation; and, with an enlarging of the engine, the whole of the chassis and complete car had been made correspondingly bigger and more ambitious in its lay-out. The other Standard model is an entirely new production, not having even the shadow of evidence of a predecessor of approximately the same horse-power. It is an 8 h.p. car which belongs to that popular class introduced at the recent Show, the four-cylinder water-cooled model of most up to date design, with a high efficiency engine, selling at about £300, the actual price of the new Standard with two or four-seater body being £325.

But it is with the new 11 h.p. that we are now concerned, a car that has many strong features of individuality, not the least of which is its very low price, when its specification is considered; for, even to-day, when we are hearing so much about value for money, the Standard is entitled to a very prominent position in this respect. It is important as well as difficult, in thinking about this new car, to remember that it is not a light car in the ordinarily accepted sense, for the four-cylinder monobloc engine has a bore and stroke of 75mm. by 110mm., which, in spite of the maker's description of 11 h.p., actually means an R.A.C. rating of 13.9 h.p., and so a tax of £14.

As an example of modern practice, the new Standard engine, like the rest of the chassis, may be concisely and truthfully described as excellent. The detachable cylinder head carries the valves, which are operated by push rods from a cam-shaft carried in the aluminium crank-case, the upper half of which forms a unit in itself, not being cast integrally with the cylinders. The lower half of the crank-case is the oil sump, while the overhead valves on the top of the engine are encased in a quickly detachable aluminium cover, and the push rods operating the valves are also covered by an aluminium plate, the whole arrangement giving the engine with its fittings a particularly neat and compact appearance. The best criterion of the efficiency of the engine may be obtained from the following account of the performance of the car on the road, but there are one or two features of its design that demand specific mention. Firstly, though the horizontal sparking plugs on the off side are somewhat impeded by the carburettor, in the case of the centre two, they can be removed quite easily by means of a box spanner. The carburettor itself is of the Zenith type, with a special extra air vent, which may be closed from the steering wheel to assist starting. The dynamo is belt-driven from a pulley on an extension of the crank-shaft, and the fan is driven from a second pulley mounted on the dynamo shaft, adjustment of the belts being obtained by moving the dynamo in its bracket. On the same side of the engine as the dynamo is mounted the starter which meshes with teeth cut in the periphery of the flywheel. Between the dynamo and starter is the oil filler in a readily accessible position at the side of the crank-case, at the side of which is the level indicator, in the form of a tap, above which is the carburettor and on the same side of the engine is the steering box, with the throttle and ignition controls. To be quite frank, I was thankful that the behaviour of the car during the time it was in my hands gave me neither excuse nor necessity for tampering with what is certainly quite a respectable tangle of mechanism. Naturally, on such an up to date design water jacketing of the carburettor has received careful attention, and in this respect the Standard people have made a very commendable departure in incorporating this water jacket with the



The off-side of the Standard engine.

main uptake of the water from the cylinder head, which is thus in the centre of the cylinder block and not at the end, so that the circulation, which is by thermo-syphon, may reasonably be expected to be considerably improved. During the whole of my test, which ran to some 150 miles of going that was strenuous not only as regards gradient and traffic, but also as regards the road surfaces, which could not have been worse, only one pint of water was required for the radiator. On



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the other side of the engine is the magneto and the detachable cover for the valve push rods, while a neat copper pipe which supplies oil to the rocker arms operating the valves incorporates a tap which acts as a tell-tale, on being opened, to prove conclusively that the oil circulation is actually working. Connected with the oiling arrangements the Standard engine has a very commendable innovation in the form of the tell-tale fitted on the instrument board. Usually the oil indicator consists of a pipe that leads the oil itself up to the instrument board, and if any joint happens to be anything but absolutely perfect leakage is probable, with resultant damage to the driver's or passengers' clothing. But no oil is taken to the Standard dashboard, the indicator being connected by means of a wire to a point in the engine lubrication system, which is thus really the indicator proper, the movement of which is transmitted to the dashboard by a means that cannot possibly allow any oil in that region. But this is not a chassis description, and so I must get on to the performance of the car on the road after very briefly reviewing the remainder of the chassis.

The clutch, then, is a single disc transmitting the power through a clutch shaft, incorporating two flexible joints, to a four-speed gear-box mounted centrally in the chassis, and then through an unenclosed propeller shaft also incorporating two flexible joints, all of the fabric type, to an overhead worm-driven rear axle which is fitted with an adequately sized oil filler. The foot brake operates on a drum at the back of the gear-box, and proved very pleasant and smooth in action, although the last fraction of its travel did not seem to make much difference to its braking effect, which probably meant simply a matter of adjustment, which is quite easily effected after the raising of the floor board of the car. The hand brakes, of the internal expanding type, are situated in the rear wheel drums, and proved themselves adequately powerful and capable of holding the car on any gradient. The springs are semi-elliptics all round, and the wheels are steel detachable for 30in. by 3½in. tyres. Measurements that are likely to intrigue the potential owner of the car are the 9ft. 2in. wheel base, a track of 4ft. 6ins., a ground clearance of 10ins., and a chassis weight of 13cwt., the two-seater complete car weighing 16½cwt. and the four-seater weighing 17½cwt.

The car that was handed over to me was a four-seater, the bodywork of which retained Standard characteristics as regards appearance and seating accommodation with many minor improvements that will appeal to the owner driver, although the over-all appearance and the lay-out of the body differ somewhat from what are generally considered modern tendencies. For instance, the steering wheel and the driver behind it are further from the divided windscreen than is normal, and to make up for the possible back draught that would ensue the windscreen is larger than is usual on cars of this size. The seating is more upright than that to which the regular user of the modern light car is accustomed, and if it is a fact that the Standard is not really a light car to-day, it is also a fact that its seating is on much the same lines as when it was a light car. For myself, I am not particularly enthusiastic over this seating lay-out, but, realising that many people like it and, what is more to the point, display their appreciation by inundating the Standard Company with as many orders as they can comfortably tackle, I feel that, perhaps, my preference is one that I should keep to myself and not dare to inflict on any one else. A Standard feature that is retained, and retained to the great satisfaction of the large army of users of the car, is the recess in the facia board, which on this larger model car is big enough to accommodate those small articles that are apt to accumulate on a long tour and which one likes to have readily accessible, such, for instance, as ladies' handbags, maps, gloves, and, by the driver who goes long distances without a stop, a box of biscuits. The two front seats are of the independent type and are adjustable, their backs being hinged. However, it is not necessary to tilt the seat forward to get to the rear seat, as there are two doors on the near side of the car and one on the off side for the back seat only.

But, whatever features of Standard bodywork one may like or dislike, there is one in which this firm has been a pioneer, and of which the merit may best be judged by the extent to which it has been copied by practically every maker of medium-priced four-seater cars. This is a method by which the side curtains, erected when the hood is up, may be opened and closed with the doors without the necessity of undoing any turn-button or making any contortionist effort to get in and out of the car. The Standard side curtains are truly a great asset, and as they were in position with the hood raised when I took over the car, I let them stay up for the whole time of my test. As luck would have it, there was no heavy rain when we happened to be out, which I partially regret because it did not allow me to test the efficacy of the weather tightness of the hood and side curtains, but which I greatly rejoiced at because I knew that however efficient the side curtains might be I should get unpleasantly sprinkled through the joint between the two panels of the front screen.

Whenever I have a Standard car on test I must be doomed to misfortune. The last occasion was about two years ago, when, starting away from Coventry,



How the all-weather side curtains of the Standard are fixed, and opened with the doors. The flap just behind the spare wheel is a wise provision to enable the driver to signal.

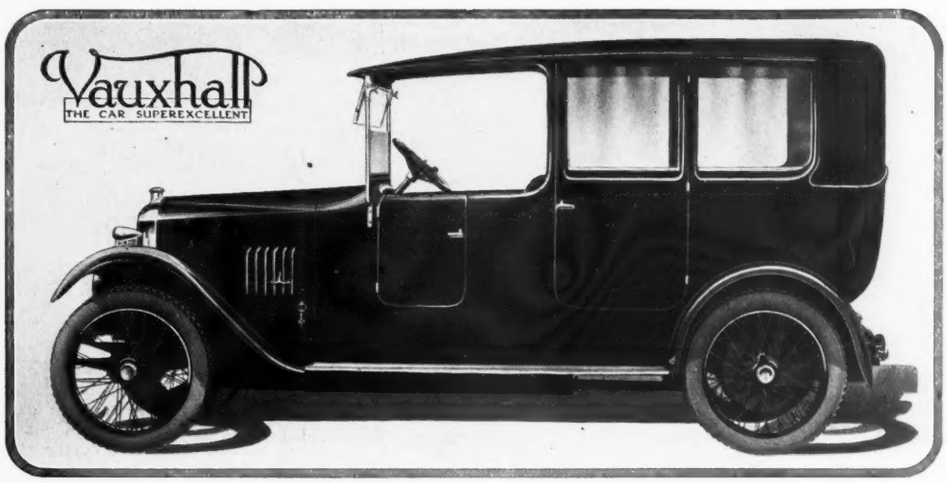
we were turned back at Daventry by floods in the roads, an occasion which I duly chronicled in these pages with more vividly unpleasant recollections than I have at present; but I do remember that the windscreen panels of that car, as on the modern Standard car, do not overlap, as they might, and so the rain came in between them. I certainly thought that such an obvious failing would have received the attention of the firm; but, perhaps, they will now take the hint. On this occasion my misfortune, arising after taking the wheel of a Standard car, was no misfortune due to the weather, although the gale of that memorable week-end gave me and my passengers ample opportunity to appreciate the draught-proofness of the all-weather equipment of the car. This time Nemesis took the form of a liveried driver of a new Sizaire Berwick saloon. Apparently fascinated by the Standard as it came over Hammersmith Bridge, he turned his car right across the road and made a bee line for my comparatively little 'bus in order to see it at close quarters. When his front hub had cut through my tyre and doubled up my mudguard he was satisfied and went on his way temporarily rejoicing. Apparently the car that he was driving had left the works under a curse, for on three occasions it had been involved in some sort of accident, this collision being the least serious of all.

Coming down to concrete details of Standard performance, Brooklands track and test hill were not available for testing purposes, as the track has been closed for a month undergoing much-needed repairs, and so I had to be content with the roads for speed and with local hills for hill-climbing tests. The roads were in a more or less greasy and treacherous condition, but the ease with which the Standard attained 50 m.p.h. with a full complement of passengers with its hood raised and its side curtains in position augurs a surprising turn of speed when conditions are favourable. As for hill-climbing, the steepest gradient of my test route, which has previously been described in COUNTRY LIFE, was mastered on second speed in spite of wheel slip due to greasy surfaces; and on a sharp corner, on a gradient approximately 1 in 5, a start was made from rest without difficulty; really a very good and very creditable performance. Failing the track test hill, what is known as The Mount, Guildford, is a very good substitute; in fact, it is probably as steep as Brooklands test hill at its steepest gradient, which comes at the bottom instead of at the top, as is the case with



THE STANDARD ON A STIFF TEST ROUTE GRADIENT.

The car made a clean start from the point shown when ascending this hill.



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the Brooklands ascent. It is much longer, and, of course, its surface is far from being as good as the test hill, for generally at this time of the year it is both stony and slippery. The Standard car made one of the best ascents of this hill that I have ever made, simply playing with the gradient from bottom to top on second speed.

All these facts constitute a very useful testimony to the capabilities of a comparatively large car with a medium-powered engine running under weather conditions that were anything but ideal. To mention one more hill: the climb to Newlands Corner from the Clandon side was made mainly on third with a short stretch of second gear, and the other side was completed on third. If the wind had been less severe and if the hood and side curtains were not erected it is probable, in my opinion, that the car could have managed the climb on top; although, with the Standard top-gear, climbing is not a practice that the wise owner indulges in unduly, because the engine turns over beautifully and silently and swings the car along at well over 30 m.p.h. on third.

As for the steering and the road holding of the car, both these are quite up to the average. I would not say that the Standard is the best car of its class in these respects that I have handled, but it is certainly as good as most. The springing of the car is, if anything, a trifle on the stiff side, although, if my driving had been with a full load of four adult passengers, possibly I should have noticed this failing a little less. The car is sprung as it ought to be sprung for four adult passengers and a little extra on occasion. I was driving mostly alone, only for a very short time with the proper load, and for the rest of the time with a complement of one adult and two children. It is, perhaps, not the ideal way to put a car through its paces, but certainly it is a very good way to find out any little shortcomings, if such they can be called—and, perhaps, they cannot be. For road holding, as I have suggested already, the car was about average, and, in spite of its totally enclosed top and its somewhat high build, there was no suggestion of unpleasant roll and never any suspicion of absence of security.

But the best thing of all about the Standard I have kept till last; this is its price. With its very good finish the ordinary model costs £515 for the two-seater, and £525 for the four-seater, while either model may be obtained as a "Special" at £560 or £585, in both cases the difference being better finish—primarily in the upholstery material, which is of antique leather—820mm. by 120mm. tyres, and, in the case of the four-seater, a rear windscreen which is of particularly interesting and efficient design. W. H. J.

Licensing Notanda.

WHEN the new licensing of motor cars was introduced a concession was granted out of the generosity of the Ministry of Transport by which an owner of a private car of which the engine was made previous to 1913 could claim a 25 per cent. rebate on the duty paid. Thus, assuming the car to be a 15.9 h.p., after paying his tax of £16 the owner was entitled to claim a refund of £4, which he obtained in due course if he was lucky. Although it was not expressly stated, it seems a logical corollary, and it was generally understood, that with the progress of the years the 1913 would advance, so that for 1922 the contingent year would be 1914, and so on. In other words, it appeared that the rebate would be allowable for cars of which the engines were more than eight years old; but it now appears that the facts are quite different from what was generally understood, and that 1913 is a definite date which will not be altered; so that whereas in 1921 the owner was allowed a 25 per cent. rebate on an eight years old car, in 1922 his engine will have to be nine years old before he is entitled to the concession.

On the absurdity and injustice of such a regulation it is unnecessary to dwell, and the excuse offered contains as little of convincing reason as any that emanate from that ingenious but tyrannical department. It is stated that by 191 car engines had attained something like modern efficiency and modern design, so that no concession is deserved by them. In order to present as strong a case as possible to the authorities in its efforts to secure some alteration of this argument the Automobile Association of Fanum House, Whitcomb Street, W.C.2, ask that all owners of private cars with engines made in 1913 should communicate to the A. A. the name of the vehicle, with particulars of the date of manufacture and the name and address of the owner.

A NEW REQUIREMENT.

Although we ourselves have received no official announcement, it is stated in a contemporary that when registering a new car the owner must now produce the manufacturer's or agent's invoice. It is impossible to detect any suspicion of good reason in these amusing but annoying pin pricks instituted by the Ministry of Transport, but, according to Form R.F. 1.-1, the information required is as follows:

(*a*) Has the vehicle been previously registered under the Roads Act, 1920?

If not:—

(1) Is it a new vehicle? If so, evidence of this, such as the manufacturer's or an accredited agent's invoice, etc., should be supplied.

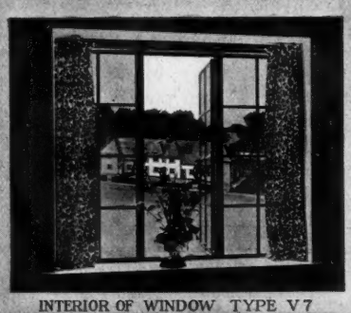
(2) If not a new vehicle, a satisfactory explanation must be supplied as to why it has not been previously registered.

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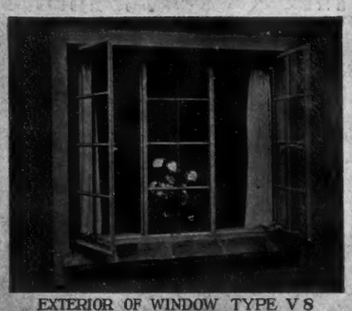
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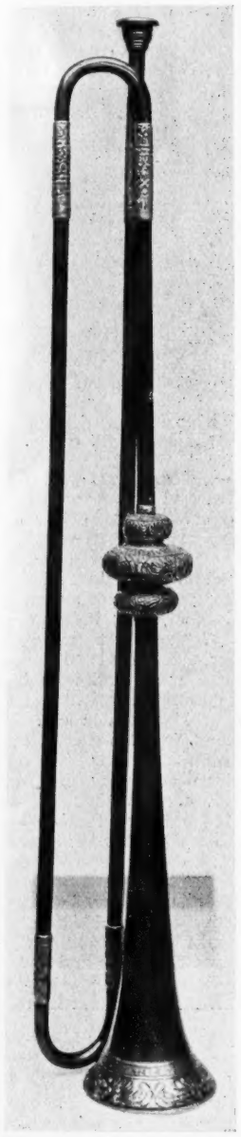


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THE LUCK OF WOODSOME HALL

FAMILY PORTRAITS AND FURNITURE. FALKLAND HEIRLOOMS. ETCHINGS AND BOOKS.

HEAVY taxation, that evil legacy of the Great War, has caused the severance of many goodly heritages from the descendants of their ancient owners. That heavy burden has caused Lord Dartmouth to dispose of his residence, Woodsome Hall, an undisturbed and unrestored Tudor manor house within a mile or two of Huddersfield and the ancient seat of the family of Kay. It is the subject of an article in COUNTRY LIFE, December 22nd, 1906, Vol. XX, page 906. For some time back it has been used more or less as a local museum by Huddersfield people, who were admitted on presentation of a visiting card. A syndicate has been formed of local residents to make a golf course in the Park, the old Hall to be used as a club-house, and to form a kind of country club for Huddersfield and its neighbourhood. Much fine furniture, including a set of splendid walnut chairs of the Charles II period, family pictures, one of which, "The Countess of Nottingham," by Zucchero, was reproduced in these columns, December 24th, 1921, and treasures of the family are to be sold by Messrs. Puttick and Simpson on February 3rd. Then, too, will be put up two heraldic portraits of John Kay and Dorothea, his wife, painted on panel, with the coats of arms of the family alliances, a list of relations, the family tree and some beautiful and quaint verses. One of the panels bears the date 1567. But, above all, there is to figure in the sale the famous "Luck of Woodsome Hall," a magnificent brazen trumpet resembling that of a herald, with silver bands, centre boss and wide border to the mouth, chased with amorini, flowers and foliage. A band bears the name of the maker, "Simon Beale, Londini, 1667." In length it measures 30⅜ins. Now this trumpet was an instrument of fate. If it was not blown on certain important occasions family misfortunes followed fast. We are not told what occasions were to be heralded by the trumpet blast, but probably they were births, marriages and deaths, or holy days, such as Christmas and Easter. The custom appears to have been an ancient one, and the present "Luck" was made after the Restoration, probably to replace a silver original which may have been melted down during the Civil War.



"THE LUCK OF WOODSOME HALL."

By permission of the High Court the silver portion of the Falkland heirlooms is to appear at Messrs. Christie's on January 25th. In the list appear an Irish cup and cover chased with vine branches and flowers, and the handles chased with caryatid female figures, Dublin, 1712, the chasing done about 1750; a dinner service weighing over 1,501 oz.; and a two-handled cup and cover chased with flowers and scrollwork, 1749. A centrepiece supported by sphinxes and chased with military trophies, with branches for six lights and a circular basket in the centre, 1803, a present to the Earl of Wilton by the subscribers to the fund for raising the regiment of the Royal Lancashire Volunteers; four Queen Anne table candlesticks with baluster stems on moulded octagonal plinths, by J. Rand, 1704; and an oval salver with Chinese busts in the border, 1760, are among the articles sent to the sale by Mariota, Countess of Wilton. More Falkland heirlooms are to be sold on the following day, and include a Worcester dessert service with a coat of arms in an apple-green border, gilt with flower sprays and scrollwork, given to Amelia, Viscountess Falkland by William IV; another Worcester dessert service painted with vases and festoons in red and green, a Spode dinner service and a dozen Minton dessert stands.

On January 24th and 25th Messrs. Sotheby will disperse the second portion of the collection of etchings, engravings and drawings formed by the late Dr. D. J. Macaulay. It consists of a fine series of etchings in rare and various states by Muirhead Bone and D. Y. Cameron, R.A., with a number of fine examples by prominent English and Continental masters, and some drawings. Among the etchings by Sir F. Seymour Haden, P.R.E., are the famous "Sunset in Ireland," trial proof F, unsigned; "The Assignation," trial proof A, drawn upon in water-colours by the artist; "The Breaking up of the *Agamemnon*," second plate trial B etching; and the same in its third state, mezzotint. Works of art of China, Japan, India and Thibet occupy their sale rooms on the 26th and 27th inst. On January 30th and two following days they sell books from various sources, such as the library of the late John Inglis, Lord Justice-General of Scotland, which includes early Scottish books and a series relative to Mary Queen of Scots and the Stuarts. A few rarities are the Catechisme of 1591, Edinburgh, Robert Waldegrave; Cockburn's "In Dominicam Orationem pia meditatio," St. Andrews, John Scot, 1555; and "The Confession of Faith and Catechisms," 1649, the only book printed in English by the Elzevirs. From other sources come Lord Bacon's "Briefe Discourse" on the Union (1603), two very rare works by Luther, many productions of private presses and some fine illuminated manuscripts.

When "My Lady" of the late eighteenth century thought of a desk at which to pen her charming missives, her idea was something like a golden harmony with soft notes of colour in inlaid wood. The ideal writing table was supported on square tapering legs and inlaid with a panel depicting a Chinese river scene with figures, a boat, a distant pagoda and swallows in the sky. In front was a small roll-top with a drawer and receptacle for writing materials, flanked by square cupboards with pagoda-like roofs of harewood and doors with beautiful panels inlaid with a Chinese dancing girl or a Chinese lady playing the flute. In the shaped front was a drawer inlaid at ends with flutes and having oval brass ring handles decorated with a vase. When open it disclosed a mirror, hinged and running in grooves, and many compartments, some for writing materials. Others with inlaid covers of rosewood and ivory button handles doubtless served for toilet accessories or receptacles for trinkets. A charming writing desk of this description, probably by Hepplewhite, is to be seen at Mr. Frank Partridge's, King Street, St. James's. Its dimensions are: Width, 3ft.; height to level of desk, 2ft. 5ins.; to top of cupboards, 3ft. 7½ins.; and depth, 2ft. 9ins.

D. VAN DE GOOTE.

A few typical examples of the bargains in Antique Furniture which are now securable at

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O 5725. A very pretty kneehole Table in Mahogany with club feet, date about 1730, fitted with 3 drawers, 2ft. 6ins. wide.

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O 2036. A fine example of a Chippendale Mahogany Chair, with carved top rail and splat.

Reduced from £15 10s. to £13 10s.

O 2049. A finely proportioned Walnut Armchair of the Queen Anne period, on cabriole legs with club feet, the loose seat covered in a green figured silk.

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O 1006. A finely figured Walnut Queen Anne Upright Secretaire. The drawer fronts and fall bordered with a chevron inlay. The interior beautifully fitted with a centre cupboard, small drawers and pigeon-holes, one long drawer in frieze

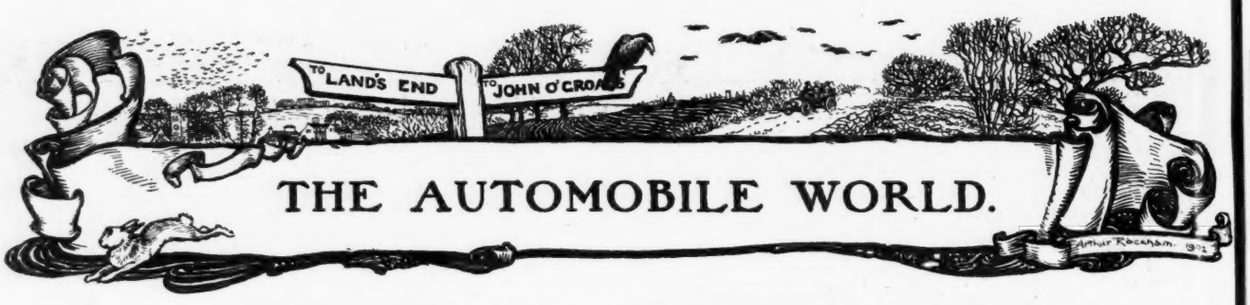
3ft. 6ins. wide, 1ft. 9ins. deep, 5ft. 8ins. high.

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Hamptons' Illustrated Sale Catalogue Sent Free.

PALL MALL EAST, LONDON, S.W.1



THE 19·6 H.P. CROSSLEY CAR

THIS latest Crossley model has now been before the British public for rather more than a year, and in that time it has had ample opportunity, of which it has made the best, to justify the high opinions that were formed of the car when it made its debut at the 1920 show. It is also just about a year since I described the chassis in these pages, and now, after having been through my hands for the ordinary process of test, the car has treated me just as it has the public at large. When describing the chassis I gave it as my opinion that this latest model Crossley would be a genuine credit to its makers, and the result of my recent test is an emphatic confirmation of this opinion previously formed.

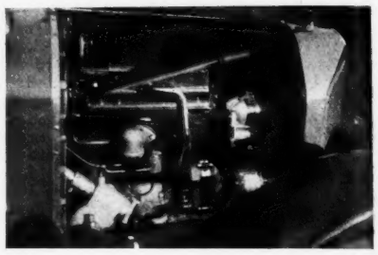
To review briefly the main features of the chassis specification, the engine is a four-cylinder monobloc with a bore and stroke of 90mm. by 150mm. It has a detachable cylinder head and no valve caps, the absence of these latter, together with the pump circulation of the cooling water, contributing much to ensure an efficient cooling system, provided in the main by a radiator, which is one of the prettiest, if not the prettiest, to be found on any modern British car. While on the topic of cooling it may be pointed out that the fan is mounted on a forward extension of the dynamo spindle, so that only one driving belt is necessary, this running over unusually large pulleys, the driving pulley, which is on a forward extension of the magneto spindle, having its flanges drilled to facilitate the egress of dirt and incidentally to improve the grip of the belt.

Of other engine details I will be content with reference to the way in which the exhaust pipe is brought down from the forward end of the engine, so that its heat is kept well away from the passenger's feet; to the mounting of the induction manifold in proximity to the exhaust manifold, with the carburettor on the opposite side of the engine; and finally, to the general accessibility and cleanness of the engine as a whole. There is plenty of room under the bonnet, and although I did not apply the crucial test of actually attempting any engine adjustment, it appeared that anything necessary could be done to the Crossley engine by the average non-mechanical owner without difficulty. Petrol is fed on the Autovac system from the main tank carried in the rear of the chassis to a Smith carburettor, which has its induction pipe passing through the cylinder block, thus ensuring an adequate pre-heating of the charge.

The crank-shaft of the 19.6 Crossley has three main bearings and is most carefully balanced, to which is undoubtedly due in large measure the notable vibrationless running of the car. At any speed it is impossible to detect any suspicion of engine vibration with this new Crossley on the road, and indeed the occupants of the car might very well be pardoned for thinking that they had a six-cylinder power unit under the handsome bonnet that extends in front of them.

Through a Ferodo-faced aluminium cone clutch the drive is transmitted through a four-speed gear-box and an unenclosed propeller shaft to a spiral bevel-driven rear axle. Although of ordinary semi-elliptic design, except that those in the rear are particularly long and slung under the axle, the springs of the Crossley are quite exceptional in their efficiency, and this new Crossley car may be put forward as a motive for the query, "What is the justification for these ultra-modern and also 'ultra-efficient' systems of springing, which generally bring many minor drawbacks in their train and, when compared with such a suspension as that of the Crossley, very few real advantages?"

But to get down to the road performance of the car. I began my test of the Crossley under the most adverse conceivable conditions. A dark night, with the rain pouring down at the hour when London's traffic is densest and most difficult, is not altogether an ideal time for taking over an entirely new and comparatively high-powered car, and I must admit that it was with some trepidation that I sallied forth from the Service Depôt of Crossley Motors Ltd., in Page Street, Westminster, S.W., at the wheel of this Crossley masterpiece, for such it was to prove itself. But I found myself at my ease in a surprisingly short time. Much to my astonishment the luggage carrier and the radiator were



[There is plenty of room under the Crossley bonnet for attending to the engine.

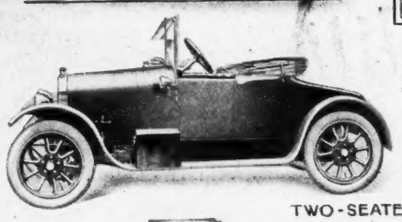
not anxious to change places whenever I touched a brake, and a few venturesome twists round a careless taxi-driver or a lumbering horse-drawn wagon were sufficient to demonstrate that the skidding danger that I had anticipated was likely to exist in nothing more serious than my imagination; in fact, long before I was clear of some of the worst traffic that London can offer, I had come to the conclusion that, whatever the merits or failings of this Crossley on the road might turn out to be, it was an ideal traffic car. The flexibility of the engine was excellent and its acceleration on top gear was quite surprising. There are very few four-cylinder, 20 h.p. engines that will pull along a fully laden heavy touring body with more life than does this new Crossley power unit, and so it came about that instead of making as short a cut as possible for the open country, and instead of haunting the comparatively deserted highways of the parks, I found myself almost revelling in dodging through the traffic and playing with the tram lines just as if I were handling my own light car with its semi-racing body.

But before this, my first, journey was completed I had discovered what I am going to describe as a most regrettable failing with this Crossley. It is only a very minor matter from the point of view of the designer, which really makes it all the more annoying. This blot on an otherwise perfect body is nothing more or less than the windscreen. The upper panel has a metal strip along its lower edge, and this metal strip falls just short of the top of the lower half of the screen when both halves are in their normal closed position. Now, as I have recently pointed out in connection with another car, it is impossible for a joint of this type to be water-tight, and if one is driving in the rain, the rain will return the compliment and drive in to the occupants of the front seats. Moreover, the metal strip is perfectly placed to get right across the line of vision of a normally sized man at just that point where the

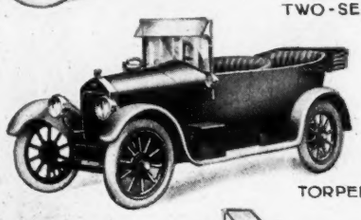


ON THE FIRST CORNER OF BOX HILL.

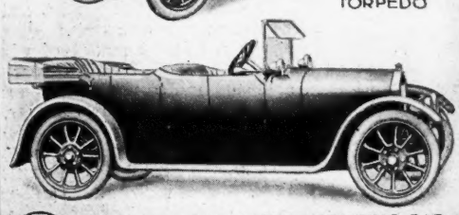
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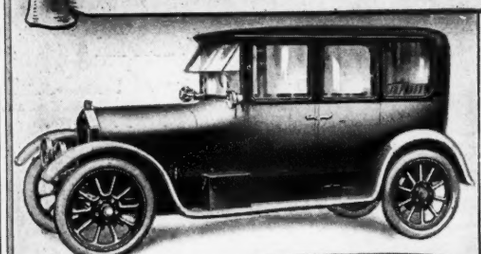
SCOTTISH MOTOR SHOW

KELVIN HALL, GLASGOW.

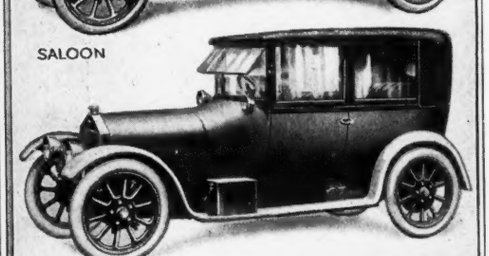
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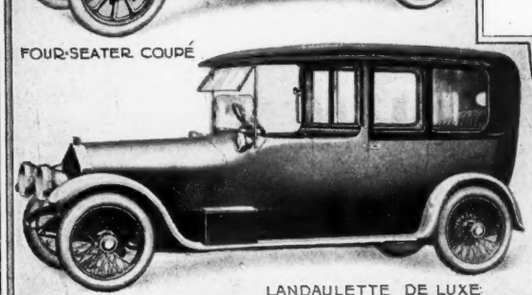
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average driver likes to watch the road. The remedies for this defect are simple ones, and in the meantime driving with both panels just open does not mean any unpleasant draught, or one can crouch down in one's seat so as to look through the lower panel, or one can sit bolt upright and look through the top panel. But it seems to me that a car of this over-all Crossley excellence should not be allowed to suffer from such a silly little ailment as this, for it can be called nothing else.



An important factor in the smooth running of the Crossley engine—the balanced crankshaft.

And so, with the windscreen open and rain occasionally finding its way to my face in unpardonable gusts, I finished my first lap of some thirty miles with a very high nucleus opinion of this new Manchester product.

The next day was for the open road, and I can say at once that my pleasurable anticipations based on the experience of the night before were more than upheld, but always with that petty annoyance just in front of me of an opaque metal strip and ill-fitting windscreen panels. The panels were not ill fitting in the sense that they did not do what they were supposed to do, but they were ill fitting in the sense that their design was wrong—a fact that is all the more surprising when the designer has taken the trouble to fit his windscreen at an angle, thus improving its efficiency as well as the lines of the car as compared with the bolt upright windscreens that mar much otherwise excellent bodywork.

SPEED—USEFUL AND ULTIMATE.

From what I had been told of this new Crossley engine I had formed what turned out to be rather an optimistic idea as to the speed capacity of the car. On tests under widely varying conditions, sometimes down a slight gradient and at times on the level with a following wind, I never managed to get the speedometer to touch the sixty mark—in fact, the maximum speed of the car turned out to be 54 m.p.h.; but this was obtained with surprising ease, which added to the feeling of disappointment that another mile was not forthcoming something of an air of mystery. But I do not consider this a great failing in the case of this particular car, for this Crossley is easily one of the very highest average speed cars that I have had the pleasure of handling. Forty miles an hour is child's play to it, and the way in which the car accelerates from 25 or 30 to 40 m.p.h. without any suspicion of fuss or bother, with delightful silence and with unexcelled smoothness, means that one can put up a much better average on a cross country run than would be possible with many cars capable of a considerably higher ultimate speed. The Crossley, indeed, is a very excellent car to use in that popular argument of which counts for the most, a high useful or a high ultimate speed. Cars that have a higher useful speed than the Crossley are few and far between, and let me repeat that its useful speed of between 40 and 50 m.p.h. is attained and maintained just as the ordinary car maintains its 25 and 30 m.p.h.

As for the road holding and suspension of the car at all possible speeds, no praise is too high. The car seemed to be glued to the road whether the speedometer showed 50 or 15 m.p.h., and in view of the fact that my test was conducted amid those terrific gales that ushered in the New Year, it will be seen that I am qualified to speak with a certain degree of authority on road holding by the Crossley under exacting conditions. The roads themselves were seldom dry and were often treacherous. Steering is nothing very special perhaps, but, as it ought to be in a car of this class, it is easy and absolutely safe.

The brake action is thoroughly good, for, without having a suspicion of fierceness, the brakes are powerful and go on with a gentle progressive motion that is distinctly pleasing as well as reassuring when it is required to pull the car up on treacherous road surfaces.

HILL CLIMBING.

It goes almost without saying that the hill climbing capacity of the car is satisfactory. Hill climbing is one of those aspects of modern car performance that we are all apt to take for granted, and if one were told that a certain car would not go up a certain hill, the car would be definitely condemned as hopeless, perhaps without any extenuation being allowed for particular circumstances. I cannot conceive a hill that the Crossley would not master, for from a standing start it took The Mount, Guildford, at 20 m.p.h. on second gear; and this gear was sufficient to master all the hills on my test route, in spite of abominable road surfaces. The gear change is quite easy, although the arrangement of the gate might perhaps be modified to advantage. The gate itself is situated in a very convenient position close to the driver's right thigh, but when the lever is in top gear it comes close to his leg. I had a fleeting suspicion that if the present positions of reverse, first and second were interchanged with top and third it might be an improvement, although it is a very minor, and perhaps debatable, point. It is a fact that the lever seldom requires moving from the top position, but obviously when reverse is being used maximum ease of access is desirable.

On indirect ratios the gear-box is apt to be noisy, rather unnecessarily so, I thought, and its noise was brought into greater prominence by the silence of the engine at whatever speed this was turning over under load. When running free the Crossley engine was not particularly quiet, but on the road it is as good as plenty of high-class six cylinders that I have encountered. Apart from the gear-box, the remainder of the chassis is in adequate keeping with the engine on the score of silence and smoothness of running.

CHANGING A WHEEL.

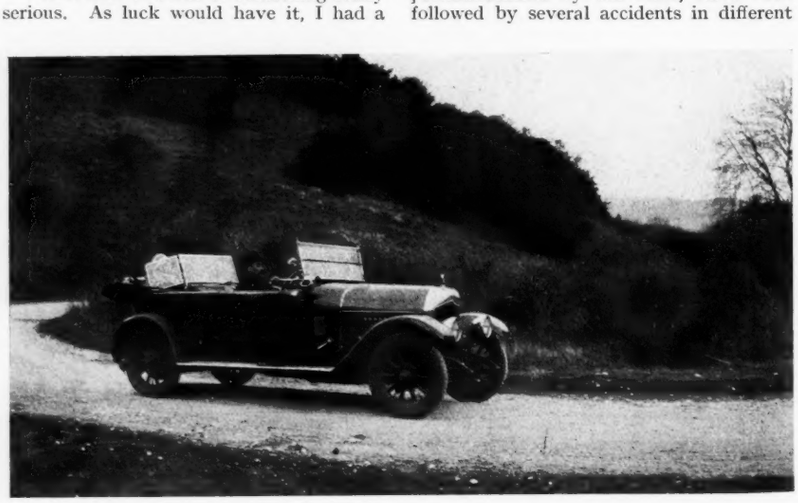
And now to come to something really serious. As luck would have it, I had a puncture with the Crossley, the material that is used in Cobham for remaking roads being sufficient to penetrate even a brand-new Dunlop Magnum tyre. But what is a puncture? we in the car said to each other, and set to work blithely to change the wheel. The meter of our lightheartedness sank several degrees when we found it awkward to get the jack supplied with the car in position under the axle; it fell to zero when we were reluctantly forced to decide that the jack simply would not go under the axle, and no struggles on our part would make it; so we were forced to drive, fortunately for not more than a mile or so, on a flat tyre to a friendly garage and demand the loan of its stock of jacks. But none of these would go under the Crossley axle, and finally the wheel was raised by placing one jack under its hub cap and then putting another under the axle when the first jack had raised it sufficiently. The wheel was stuck on to its hub, so that the combined efforts of a couple of hefty mechanics were required to remove it, but finally it came away; a new wheel was put in position, and we went on our way much wiser men in the ways of jack makers and the whims of back axle designers.

This is a faithful record of what is undoubtedly one of Britain's very best cars, and so I make no apology for describing its failings with its merits, for there can be no shadow of a doubt as to which of the two preponderate. With a fuel consumption that, speaking from guesswork, averages 20 m.p.g. and under favourable conditions might be more, and at a purchase price of about £800, the 19.6 Crossley is one of those cars that one can quote in favour of the high-class vehicle in an argument on the comparative economy of cheap and expensive cars. If all the cars that come my way in the next twelvemonth are only half as good as the one that instituted the year, I, for one, shall have happier memories of 1922 than of its immediate predecessors.

W. Harold Johnson.

A Real Solution of the Dazzling Head-light Problem.

THE danger of dazzling head-lights continues to be an important topic in motoring circles. Our recent articles on the subject, prompted in the main by the publication of the report of the committee that had been investigating the question of lights on vehicles, which coincided with the mysterious recommendation by the R.A.C. that the practice of switching off head lamps is not to be encouraged, together with a less committal pronouncement by the A.A., have been followed by several accidents in different



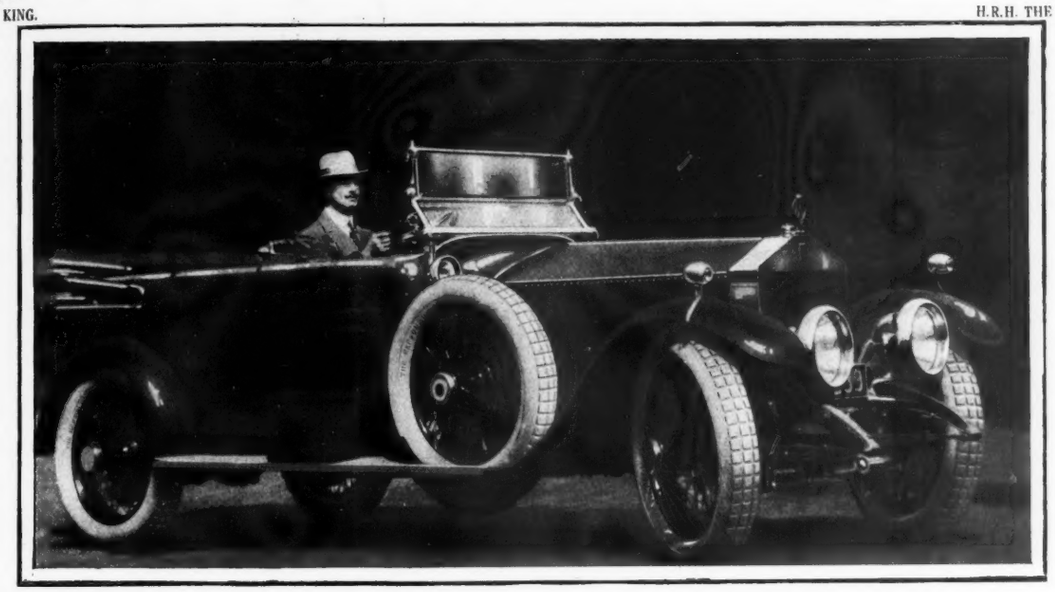
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A ROLLS-ROYCE CAR SUPER TYRED AT 1D PER TYRE PER MILE.

Vide "The Autocar" "A REMARKABLY LOW COST!"

TYRES AT "SO MUCH" PER MILE.

Some Details of an Attractive Scheme to Maintain Tyres on a Mileage Basis. By the Editor "The Autocar."

TYRES form one of the principal items in the running expenses of a motor car. Even with the best makes it may happen that a new and costly cover meets misfortune early in life, for which the purchaser has to pay. Thus the idea of supplying tyres at an inclusive rate per mile has much to recommend it. This is the underlying principle of a new scheme of tyre maintenance recently introduced by Mr. F. Lionel Rapson in connection with his tyres.

Briefly, the idea is that a set of tyres of suitable size will be supplied under a guarantee than these will run a distance, let us say, of 5,000 miles. The cost of these tyres (taking an 895 × 150 mm. for example) will be 1d. per mile per tyre, hence with a tyre guarantee of running 5,000 miles under the maintenance scheme, the price would be 5,000d. Supposing that one tyre should fail after running 3,000 miles, Mr. Rapson at once supplies a new tyre, allowing 2,000d. off the cost of it to cover the unexpired margin which the old tyre should have run.

The tyre user can buy 10,000 miles of running instead of 5,000 if he prefers, and from the moment the tyres are fitted Mr. Rapson undertakes all responsibility for everything that happens on the road.

Having purchased 5,000 miles of running, after this distance has been covered, the owner is free to send back his old tyres and obtain new ones provided that the former are practically worn out. The maker of Rapson tyres states that in the hands of an average driver about 7,500 miles should be covered before the tyres are worn out. Just as the tyre maker has to pay for every mile that the purchaser fails to cover under 5,000 miles, so the purchaser is expected to pay for every mile exceeding 5,000, which seems only fair considering the relatively low price of the maintenance scheme. For example, under the maintenance service the cost per set of tyres per mile varies between ¾d. and 1¼d. per wheel on a four-seater car. A set of 815 × 120 mm. tyres costs 2¾d. per mile, and a set of 935 × 150 mm. tyres 4¼d. per mile, intermediate sizes being *pro rata*. It must be admitted that a fraction over 1d. per mile for a 955 × 150 mm. tyre on what amounts to a guaranteed mileage of 5,000 is a remarkably low cost. *(Extract from "The Autocar" December 17th.)*

THE RAPSON TYRE MAINTENANCE SERVICE.

BRITISH MOTORISTS! Why trust to luck on ordinary pneumatics when, at much less cost, we offer to equip your cars under our Maintenance Scheme, with a tyre *even better* than those :—

1. That stood up to 11,000 miles hard running on H.R.H. The Prince of Wales' Rolls-Royce car.
2. That exceeded 10,000 miles running on the Prime Minister's 3-ton car.
3. That stood up to hauling 4/5-ton armoured cars hundreds of miles through the burning desert, when ordinary pneumatics (according to official figures) punctured or burst on an average of every five miles.
4. That the Managing Director of Messrs. Barker & Co., Ltd., the famous Rolls-Royce Coachbuilders, declared to be far more comfortable to ride on than any ordinary pneumatic he had ever used previously in some twenty years' motoring experience.
5. That the Vice President of the Inland Rubber Company, Chicago (the manufacturer of the best tyre in the States to-day), candidly admitted to be :—"the best designed and finest all-rubber non-skid in the World—bar none!"
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WE REPEAT, why trust to luck, when, by a simple sum of arithmetic, you can ascertain exactly what non-guaranteed ordinary pneumatics have cost you in the past, then, by comparing the result with the prices we quote below, you will be able to judge whether we are exaggerating when we declare the Rapson tyre to be the guaranteed best, yet cheapest on the market to-day.

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,, ,, 815 × 120 m/m. ,, ,, ,, ...	2¾d. ,,		,, ,, 895 × 150 m/m. ,, ,, ,, ...	4d. ,,
,, ,, 820 × 135 m/m. ,, ,, ,, ...	3d. ,,		,, ,, 935 × 150 m/m. ,, ,, ,, ...	4¼d. ,,
,, ,, 880 × 135 m/m. ,, ,, ,, ...	3¼d. ,,			

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parts of the country, directly attributable to head-light dazzle. But at last we believe that we have seen what promises to be a genuine remedy for dazzling head-lights. We hope in the near future to give a full description of this device, but in the meantime will be content with saying that it is the invention of Mr. Lionel Rapson and consists of a fitting by which the head lamps may be swivelled in the vertical plane. It is now some months since Mr. Rapson introduced a device having this end in view, but whereas his first effort cost some £25 to fit to a car, his latest apparatus can be fitted to any car for £5. Without anticipating our forthcoming description in detail, we may summarise briefly the advantages of the device as follows.

If it were universally used, danger from dazzling head-lights would be rendered definitely impossible, while the efficacy of the lamps is in no way impaired. For driving in fog the device is ideal, because it removes from the front of the car that bank of reflected light which is the chief danger from which the fog-bound motorist suffers. It is difficult to see how it can go wrong or fail in use and it is always under the control of the driver through the medium of a small lever conveniently placed within his reach.

Driving in Fog.

NO means have as yet been discovered that will enable the vehicle driver to see his way in fog. Certainly I cannot give any information that will enable the unfortunate fog-bound motorist to travel at normal speed, but much experience has given me a few "hints and tips" that I think are not so widely known as they deserve to be. Just which is the best method for penetrating any particular fog depends largely on its density. I merely mention this to safeguard myself against the criticism that some of my suggestions are impracticable, but if they are intelligently applied the man at the wheel will, I think, have cause to appreciate them.

The first is connected with the tail lamp. Nearly always we use the lowest-powered bulbs possible in our tail lamps, a practice that is capable of more than one explanation, but in a tail lamp that has two white lights, one shining on the number plate and the other throwing a beam at right angles to the car in the opposite direction, a powerful bulb will give a light that can on occasion be as useful as the ordinary lamp shining forwards. An occasional glance rearwards will often enable a driver to see the side of the road, while his front lamps will show him nothing.

The next is the commonplace, that when a fog is really dense, a powerful head-lamp is a distinct danger, for it cannot penetrate the fog and its reflected beams present to the driver an absolutely opaque white wall in front of him. But when the fog is not really thick, head lamps can be useful, provided they are not too bright, and in the absence of a dimming switch or other means of reducing the illumination, such, for instance, as the small "economy" bulb which some head lamps incorporate, a piece of thin paper or a handkerchief placed over the front of the lamp will much improve its fog-penetrating power. If the shape of the lamp does not allow of the convenient fastening of the handkerchief or piece of paper over its face, the obstructing medium may be placed inside the lamp, although the exposing of a highly silvered mirror to a fog while the cloth or paper is being inserted is a practice not to be recommended.

TURNING THE LAMPS SIDEWAYS.

Some head lamps are so mounted that they can be turned on their pivots, and when this is possible, so that the beams of the lamps may be diverted to right angles with the car, the opportunity is well worth trying. It must be remembered that fog creates a double difficulty. Not only do ordinary beams of light fail to penetrate it, but they cause baffling reflections, and if the beams can be diverted away from the driver's direct line of vision, the reflections are not quite so serious. Failing the ability to turn the lamps in this manner, directing them downwards is a satisfactory alternative. If one can assume a position that brings one right above the level of the beams, whether this is effected by raising the driver's seat or by lowering the beams, the gain is quite considerable. Raising the driver's seat by means of cushions has limits that are very soon reached, because the control pedals will become out of reach, and so turning the lamps downwards is generally the better plan if it is possible.

In the case of cars of which the side lamps are mounted level with the windscreen, the only course open seems to be reducing the illumination of the side lamps until it is practically ineffective.

It is sometimes suggested that colouring the beams golden by means of coloured glass or celluloid will improve the effective power of the rays. In the case of a slight mist or mere suggestion of fog this is true enough, but my experience is that when the fog is really thick no colouring of the beams of the lamps will effect material improvement.

And what an asset is the left-hand driven car in a really bad fog. For myself, I always drive my car with its right-hand steering well on the wrong side of the road in fog, and I do it for a double purpose. In the first place, I have the edge of the road near to me so that I can watch it; in the second place, I know that I am not likely to overtake any vehicle without lights; anything approaching me will have its front lamps illuminated. Driving on the wrong side of the road is not illegal, but one feels that it ought to receive the sanction bestowed by general usage in times of fog.

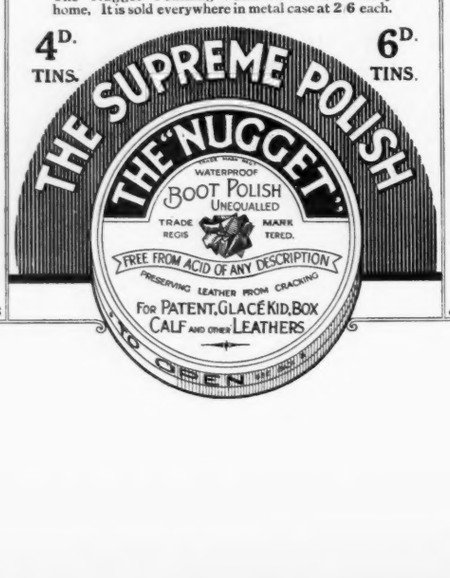
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RARE EXAMPLES OF SOOCHOW LACQUER

PICTURES. JACOBITE WEAPONS. A MYSTERY PLAY.

THE great art of lacquer was made familiar to Europe by importations from China in the seventeenth century. Lacquering in black and gold and in red was taken up with success by European craftsmen. The variety known as Soochow lacquer is not so well known in decoration as the others, and good specimens are highly valued. A collection of splendid examples is to be sold by Messrs. Puttick and Simpson on February 3rd. There are red lacquer cabinets, caskets and vases of the Ch'ien-lung and Ming periods. We illustrate a very rich case, decorated with an octagonal-lobed panel, containing a river-garden scene, in which figures are crossing a bridge to the left, close to a large tree that reminds one of the old Willow Pattern plate. Men are carrying loads or gathering fruit among rocks and trees with clouds in the distance—all in exquisite carving and fine red colour. The rounded sides of the box are decorated with panels of floral forms divided by bands of very rich formal ornament. The top, when lifted off, discloses a black lacquer interior. Another box of cinquefoil shape is about a century earlier in date. Its central panel displays a number of boys playing musical instruments and parading in procession, bearing flags, dragons, monsters, fishes and flowers on poles, under a Taoist emblem hanging from the roof. Its decoration is simpler than that of the foregoing, but the ground is elaborately carved in geometrical pattern. The sale includes some wonderful objects of *vertu*. There is a large circular snuff-box in gold, bearing the monogram of Louis XVI, the top decorated with a group of Apollo and the Muses in exquisite colours, signed by Dodin, 1786. On the box are trophies of music, arms and the chase, birds, interlaced foliage and flowers, wrought in gold. With it is its original leather case stamped and gilt with the fleurs-de-lis of Royal France. Other boxes there are, one having a fine miniature by Zincke in the inside lid, étui cases in shagreen, gold mounted and fitted with tiny gold mirrors and scent *flacons* decorated with enamel. Surpassing all in interest, here, is an étui case in plain green shagreen inscribed "H. N. to L. H. 1801," and fitted with scent-bottles having stoppers of Chelsea porcelain love birds, the scissors of which bears the inscription on its bow: "Horatio Nelson to Lady Hamilton."

On January 27th Messrs. Christie sold pictures belonging to the late Empress Eugénie by order of Prince Napoleon Victor, which included "St. Anthony," by Murillo, and "The Assumption of the Virgin," by Alonzo Cano. From other sources were drawn Messonier's "Retour à la Maison," a cavalier in buff doublet and breeches and wearing a red cloak, standing by a door, painted in 1867; "La Châtelaine" and "La Forêt," by Diaz (the former showing a gentleman with his wife and children walking in a wood); "The Circumcision," by Luini; several examples of David Cox's work, inclusive of "Returning from the Market," a windy day, only 6½ins. by 8¾ins. from the Orrock collection, and the larger "Moors near Bettws-y-Coed," from the collection of Albert Levy; T. S. Cooper's "Cows and Sheep by a Stream in Sunset" and "Sheep on the Hills," both painted in 1863; Phil Morris' Academy picture, "Sweethearts and Wives," and that of Clarkson Stanfield in 1852, "The Port of La Rochelle." There are examples of Greuze and Hogarth, of Gainsborough and Reynolds. Interesting in the light of current events is "The Great Parliament of Ireland, 1790," when the debate on Ireland's Rights and Ireland's Wrongs was led by Grattan, Flood and others. It was painted by H. Barraud and J. Hayter. In a folio were some English landscapes by A. W. Rich, Thomas Collier and E. M. Wimperis, painted in 1876 and 1884.

Old English and Irish glass and works of art generally form the subject of a two days' sale at Messrs. Sotheby's on February 2nd and 3rd. A few prominent items are a pair of gilt bronze lions, Spanish work of the seventeenth century; a Milanese cabinet with front of damascened iron; some fine Early Italian majolica, including an Urbino dish, probably by Nicola da Urbino, showing Actæon hunting a bear—a plate from the same service is in the Salting collection; and Valencian lustre plates, one made about 1500 being an alms-dish painted in blue, with a woman presenting a petition to a king on horseback; a Flemish table carpet of tapestry design, practically, with centre medallion of "Christ in the Garden," and a curious carpet whose central subject of eagles and bisons is superimposed on the design of an early Persian hunting carpet. For Scottish and Jacobite collectors the sale will provide two sensational items, one being an old broadsword in a black leather scabbard with steel mounts, the lower part of the latter gone, but on the steel mount close up to the hilt is the inscription, "King James," *i.e.*, James III, "to General Gordon of Glenbucket, 1715." On one side of the hilt (which is of the seventeenth century) nearly half the bars forming the hand-guard are broken away. The second is a Scottish pistol of unusual type, partly engraved and gilt, some 26½ins. long, on which is a panel containing a coat-of-arms and inscribed "IOANNES-GRÆMVS COMES-MONTIS-ROSARVM," with the date 1615. It belonged to John Graham, fourth Earl of Montrose and father of the great Marquess. On February 8th Messrs. Sotheby will sell the Towneley Mystery Play, *c.* 1450, the property of Sir Edward F. Coates, Bart., deceased, and the only contemporary manuscript in private hands of the great series of English mediæval plays. It is traditionally associated with Woodkirk or Widkirk near

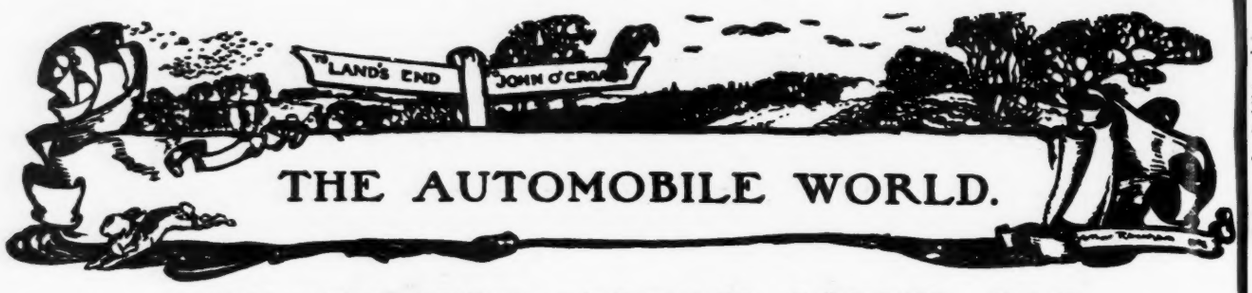


A CASE AND COVER IN SOOCHOW LACQUER.

Wakefield, Yorks, and was probably acted at the former place at the great fairs or Lee Fair (from August 15th to September 8th) by the Trades Guilds of Wakefield. The manuscript begins with the play of the Creation, and then come those of the patriarchs and prophets, Cæsar Augustus and the Annunciation. Immediately after the play of the Salutation of Elizabeth are remarkable Shepherd plays, the second of which is full of homely humour. The story is: "How Mak, a mediæval Autolycus, stole a sheep, took it home and put it in a cradle, pretending it to be a newly born child; the shepherds search the house but retire baffled, Mak's wife offering to eat the child in the cradle if the sheep is concealed in the house. After the shepherds have gone, one of them comes back to give the child sixpence, and discovers the fraud; however, they forgive Mak after tossing him in a blanket till they are tired. They then lie down to rest and the angels appear." After the Last Judgment there are two plays, "Lazarus" and "The Hanging of Judas." The manuscript was in the library of the Towneley family at Towneley Hall, Lancs, and was purchased by the late Sir Edward Coates in 1883. To him also belonged the rare York Missal which accompanies it. Enriched with woodcuts, this was printed at Rouen by P. Violette in the year 1509.

Among the sales in London at the present time there is a very interesting one organised by Robersons of Knightsbridge. It comprises the entire contents of a château and includes fine furniture for drawing, dining and morning rooms, bedrooms and libraries, old Dutch cabinets, clocks, Persian carpets, silk damask curtains and other textiles, china, glass, ornaments, paintings and engravings.

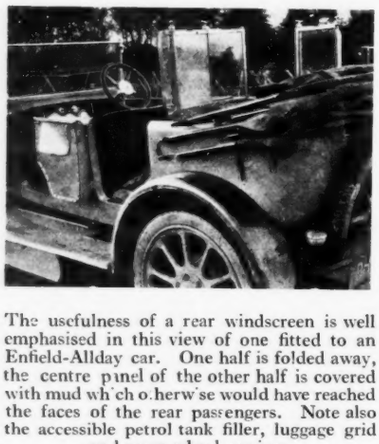
D. VAN DE GOOTE.



THE AUTOMOBILE WORLD.

THE ENFIELD-ALLDAY LIGHT CAR

AT a time when the great majority, if not all, manufacturers of any but the inherently expensive type of car are doing their utmost to cut down their prices and to extend their market by offering to the public a lower priced vehicle than has hitherto been available, there is something novel in the sight of an experienced and capable manufacturer deliberately offering what may, by comparison with other cars



The usefulness of a rear windscreen is well emphasised in this view of one fitted to an Enfield-Allday car. One half is folded away, the centre panel of the other half is covered with mud which otherwise would have reached the faces of the rear passengers. Note also the accessible petrol tank filler, luggage grid and spare wheel carriers.

of its class, be termed an expensive production. If it is not the most expensive small car on the market, the Enfield-Allday is certainly the most expensive that has an engine of less than 1,500c.c. and that therefore comes within the official definition of a light car. The two or four seater model is priced at £575, and in the matter of specification at least there is no apparent justification for this figure, which is some £200 greater than the price asked for some other cars with a similar specification.

But it would be idle to suggest that the Enfield-Allday price is not justifiable and to hint that the car costs more money than it is worth. As has been pointed out on previous occasions, the time has long gone by when a manufacturer of a motor car could venture to offer to the public a vehicle that cost a penny more than it ought to cost, and there are few, if any, light cars that are so elaborately finished in detail both as regards chassis and body as this Enfield-Allday. Every item has obviously had the greatest possible care expended on it, and the result is soon detected when one gets the car on the road. The engine, for instance, is one of those very rare small engines that resembles a big car power unit in its behaviour. It runs with quite unusual smoothness, absence of vibration and silence, while its power output is really something very much above the average for a four-cylinder engine with a bore and stroke of 63.5mm. by 117.5mm.

A quite casual examination of the exterior of the engine reveals it to be something just a bit different and better than the average. Its finish is distinctly superior to that of most of its rivals, and there are several little details in the arrangement of its equipment that cost money, although they indisputably ensure a full return in value. For instance, the positively driven dynamo is mounted at the side of the engine, and above it is the magneto in a particularly accessible position. Both are driven by enclosed silent chains which have incorporated simple means of adjustment and a micrometer adjustment for the accurate regulation of the magneto timing. But I am inclined to suggest that although this dynamo position and mounting has everything in its favour, and although the positively driven timing is unquestionably "the thing," the commutator end of the dynamo is somewhat inaccessible. True it is one cannot have it all ways!

Another commendable external feature of the engine is the provision of a hot spot in the induction manifold. I was very glad to see it, although on the particular car that was handed over to me for test, its value, I thought, was somewhat discounted by the presence of an extra elbow of induction pipe between the induction branch proper and the carburettor. This extra elbow had the effect of impeding starting on cold mornings because it gave an opportunity for condensation that our modern petrol could not refuse to seize to the full.

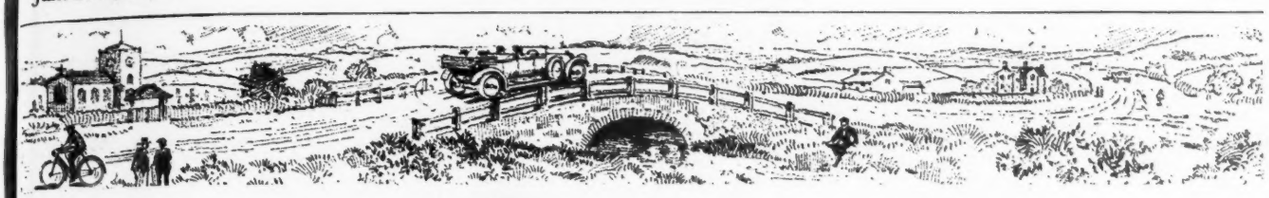
But it is inside the engine that the reason for Enfield-Allday expensiveness is best seen. The crank-shaft is balanced and has three bearings, while the circulation of the lubricating oil is particularly well carried out. There are no pipes in the interior of the crank-case, ducts being provided in the crank-case casting itself, and it is claimed—with, I have no doubt, very excellent reason—that this system is at once very efficient and less liable to give trouble than that most commonly employed. The crank-shaft itself is hollow and receives its lubrication under pressure, the remainder of the engine relying on splash. Three speeds and reverse are given by the gear-box, whence the power is conveyed through a cardan shaft enclosed in a torque tube to a three-quarter floating rear axle having spiral bevel final drive.

A very special point in the car that I put through its paces was the efficiency of the brakes. The foot brakes, situated in rear wheel drums, were more than just satisfactory, although they hardly deserve the description of being remarkable, but the hand brake was easily the most powerful brake that I have ever encountered on a light car. It feels almost as though it would like to be fierce, which is just how a really high-class brake ought to feel. It could be made almost vicious in action if it was applied without restraint, but it was quite possible to bring it on carefully when its efficiency was none the less certain. It gave quite an unusual sense of security to the Enfield-Allday car on the road, and, indeed, on one occasion gave me particular cause to be thankful for its power. At 50 m.p.h. I was rapidly overtaking a light delivery van which, when about 15yds. in front, suddenly decided to take a right-hand turning off the main road. It was due to the Enfield-Allday hand brake alone that the car could be pulled up so that the van could pass in front of it, leaving a "safety gap" of about ¼in. between my off front wing and his off rear wing.

Suspension is by semi-elliptic springs in front and cantilevers in the rear, and makes the car very smooth riding even on the worst abominations of roads that the Warwickshire County Council and the Chertsey Rural District Council are able to offer. And a light car that will go from Banbury to Warwick along a road that is humorously labelled by new signposts as being first-class, although most of its users would characterise it as a very poor tenth-rate road, and will then negotiate the caricatures in Chertsey without threatening its occupants with partial dislocation of the spine, is a very well sprung light car indeed. But I am rather afraid that the Enfield-Allday rear suspension suffers from the limitation that is always present with cantilever



AN ENFIELD-ALLDAY FOUR-SEATER AT PYRFORD.



THE Lanchester 'FORTY'

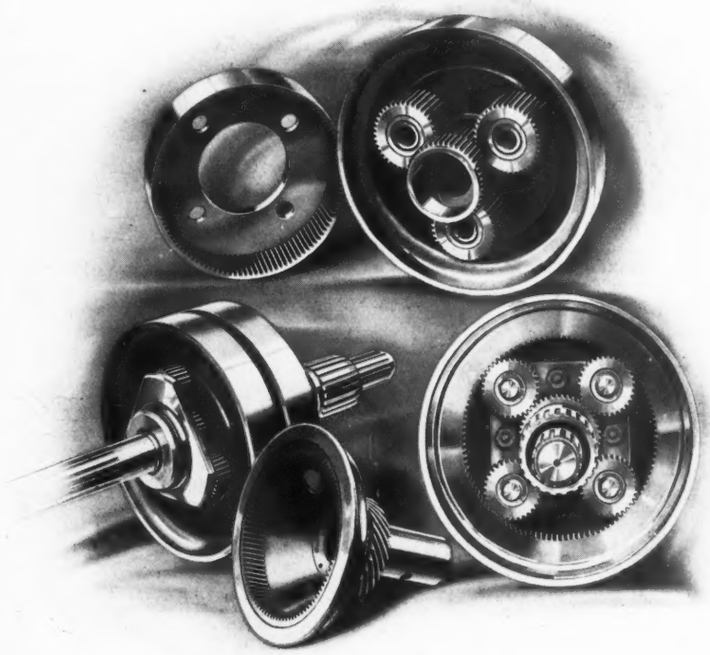
The Epicyclic Change Speed Gear.

A GLANCE at the accompanying illustration of the Lanchester Epicyclic Change Speed Gears immediately shows that they are totally unlike the gears on any other Car, and not only are they unlike in appearance, but in performance also. Silent changes are certain, in fact it is physically impossible to make a "noisy" change, and just as impossible to "miss" or "crash." A closer scrutiny of the illustration shows that the gears are always in mesh; they are frictionally operated, and no matter what the engine speed, any gear, including the reverse, may be immediately engaged with absolute certainty. The ease and simplicity of gear changing is amazing. In the words of Mr. S. F. Edge, one the best-known connoisseurs of the motoring world—"The Lanchester Epicyclic Gear-set is faultless."

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We are exhibiting a 1922 Model Lanchester "Forty" at Kelvin Hall, Glasgow, January 27th to February 4th.

STAND No. 36



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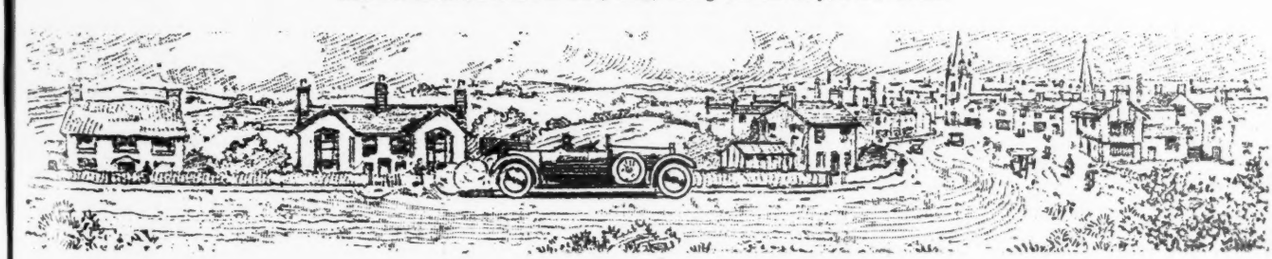
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Armourer Mills, Birmingham.

88, Deansgate, Manchester.

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springs unless definite steps are taken to obliterate it. The car is apt to roll rather badly, and although it holds the road quite well, one has to be careful in negotiating sharp corners at anything approaching speed, and really the temptation to take everything at speed on this Enfield-Allday is very strong.

The engine pulls with such uncommon smoothness and has such a power output that there is none of the impression that one is stressing the unit unduly in attempting long distance runs at a figure that would be quite impossible with any other car having an engine of the modest Enfield-Allday dimensions. Like all other high-class cars of to-day the Enfield-Allday has a hill-climbing capacity that is quite beyond reproach. Of course, it does not hang on to top gear in the way that some cranks choose to regard as a desirable feature, but the gear change is fairly easy once it is mastered, and the engine will "rev" delightfully, so that a quite useful speed may be maintained on indirect ratios; on second gear it is capable of dealing with all main road hills, and I took the car, while it was in my hands, fully laden up the very useful testing gradient of Box Hill on this ratio.

Last week, when dealing with another car, I had occasion to criticise the facilities for raising the car on to a jack, the same criticism applies with certain modifications to the Enfield-Allday. With this car it is not a question of difficulty or impossibility in getting a jack that will go under to the axle when a tyre is deflated, but here the axle is very well hidden from view by a slightly overhanging body and by a petrol tank at the rear of the chassis. Admittedly it is difficult to see how things could be otherwise, but nevertheless, I felt, when grovelling on a muddy road underneath the car to place the jack in position, that such gymnastics should not have been necessary. If I am asked to say how they could be avoided I admit frankly that by me, at any rate, the question is unanswerable. But there it is, and I feel that failing any simpler remedy, it might be worth while for the designers of cars and for manufacturers of jacks to get together and discuss if they cannot do something to alleviate the lot of the owner who has to change a wheel in pouring rain.

HIGH CLASS BODYWORK.

It is with no disrespect to the chassis that I am venturing to describe the standard bodywork of the Enfield-Allday as its greatest asset; indeed, far from marking any disrespect to the chassis it is a remarkable compliment to the complete car because with a chassis that is so good the task of making a body that shall still be conspicuous by its merit becomes much more difficult. The first thing about the Enfield-Allday body is the high standard of finish that it manifests. The material used for the upholstery is as good as that seen on plenty of cars costing more than twice as much as this light car, and not only is the upholstery material good, but it is present in generous quantity. There is none of that feeling when one sits down that the body designer has provided just as much upholstery as he had to and no more, and anyone who has had any extensive experience of light cars will know that this skimping of upholstery is often carried to such an extent as to mar what otherwise would be a quite excellent body design. There are enough springs and enough padding material in the Enfield-Allday body to equip two ordinary low-priced medium-powered cars or three light cars.

In front the seating accommodation consists of two independent seats, as is now so popular on all kinds of cars; the back of each in the Enfield-Allday is hinged and the seats themselves are adjustable for leg-room. Why their backs have hinges is not quite clear, because with the provision of two doors to the rear compartment it is improbable that anyone will ever want to enter the rear compartment by stepping over the front seats. True, I found one limitation in the adjustment of the seats, for if the driver's is brought as far forward as plenty of drivers would like it, the squab of the seat is apt to prevent full engagement of the gear lever in the first and top positions. But with the seat brought as far forward as possible without interfering with the gear lever the driving position is quite comfortable. Possibly if the upholstery at the top of the back of the seats were less cut away the support for the shoulders of the front seat occupants would be improved, but I must confess that I never felt the lack of support during the week that I was driving the car. Very wisely, perhaps, the back seat is made to accommodate two people in comfort and no more. It is a snare that has caught many light car body-designers to provide a back seat that can accommodate three persons, thus making the car into a five-seater. The result is that the chassis is overladen, and even if nothing breaks the owner is apt to become dissatisfied with the performance of his car if it cannot handle what is inevitably a too great a load.

Other Enfield-Allday features that deserve mention are the steering, which is quite good and which makes the car perfectly controllable even at its maximum speeds. On occasions the speedometer indicated what was, for all practical purposes, 47 m.p.h., and in view of the fact that the car sailed along with its engine apparently not exerting any effort and the car itself "sitting" on the road, it must be admitted that this Enfield-Allday engine, with its tax of £10, is a power unit quite above the ordinary. I have met very few light cars that would attain and maintain their 40 m.p.h. with the same ease as this Enfield-Allday, in spite of the fact that in the majority of cases their engines have been considerably larger. It is not only that in this case the speed is achieved, it is the reassuring way in which it is maintained.

There are various minor refinements connected with the Enfield-Allday chassis that, while they do not directly affect its road performance, are bound to be keenly appreciated by the owner-driver. Manufacturers are very fond of telling us that if we will not grease working parts as they ought to be greased, and if we will not look after the cars that are supplied to us, we must not grumble if our experiences are not entirely delightful. This is all very well, and from the point of view of the manufacturer a very sound argument; but there is another side to the case which is that, if he wants us to look after our cars, the manufacturer ought to provide all reasonable facilities for our so doing, and this the Enfield-Allday designer has certainly done. The greaser for the universal joint, for instance, is connected by a flexible tube to the outside of the chassis, so that instead of having to raise the floor boards and grovel into corners which were never meant to be explored by ordinary human-beings, the owner can give the necessary attention in perfect comfort from the outside of the car. Accessibility appears to have been carefully studied throughout the chassis wherever possible, and as an instance may be mentioned the position of the petrol filler at the rear, which is shown in one of the illustrations. Again, the possession of a ground clearance of 9ins. is a feature that will be appreciated by all exacting owners who are likely to take their cars over really rough surfaces, and it is undoubtedly true that inadequate ground clearance is still a real failing of too many British cars, irrespective of their size and type. W. H. J.

A BETTER WAY TO THE RIVIERA

At a time when many of our readers will be contemplating the journey to sunnier climes by car, it may be opportune to describe an alternative route to the South of France, better than that usually followed. Whenever a motorist returns from a tour on the Continent, and especially in France, his stories are generally largely interspersed with pathetic laments over the state of the roads, but the route that we briefly summarise below is in very good condition, on the whole. The "going" is perhaps rather more strenuous than that of the more conventional way through Paris, Lyons and along the Rhone Valley to Avignon, but there are no hills that the most ordinary car could not negotiate, and so long as the driver is fairly capable and the brakes of the car are thoroughly up to their work, no one need have any hesitation about tackling this route. It is a few miles further than the Paris—Rhone Valley route, but the extra distance need not be considered in view of the advantage of the road surfaces, and, indeed, this route might easily prove the quicker if one is in a hurry, more especially as traffic is scanty. But really there is no incentive to hurry once the northern plains are left behind, and in the magnificent Cevennes Mountains, which from some points of view are even more attractive than the Alps, there is every inducement to linger and admire the magnificent panoramas that are continually opening up.

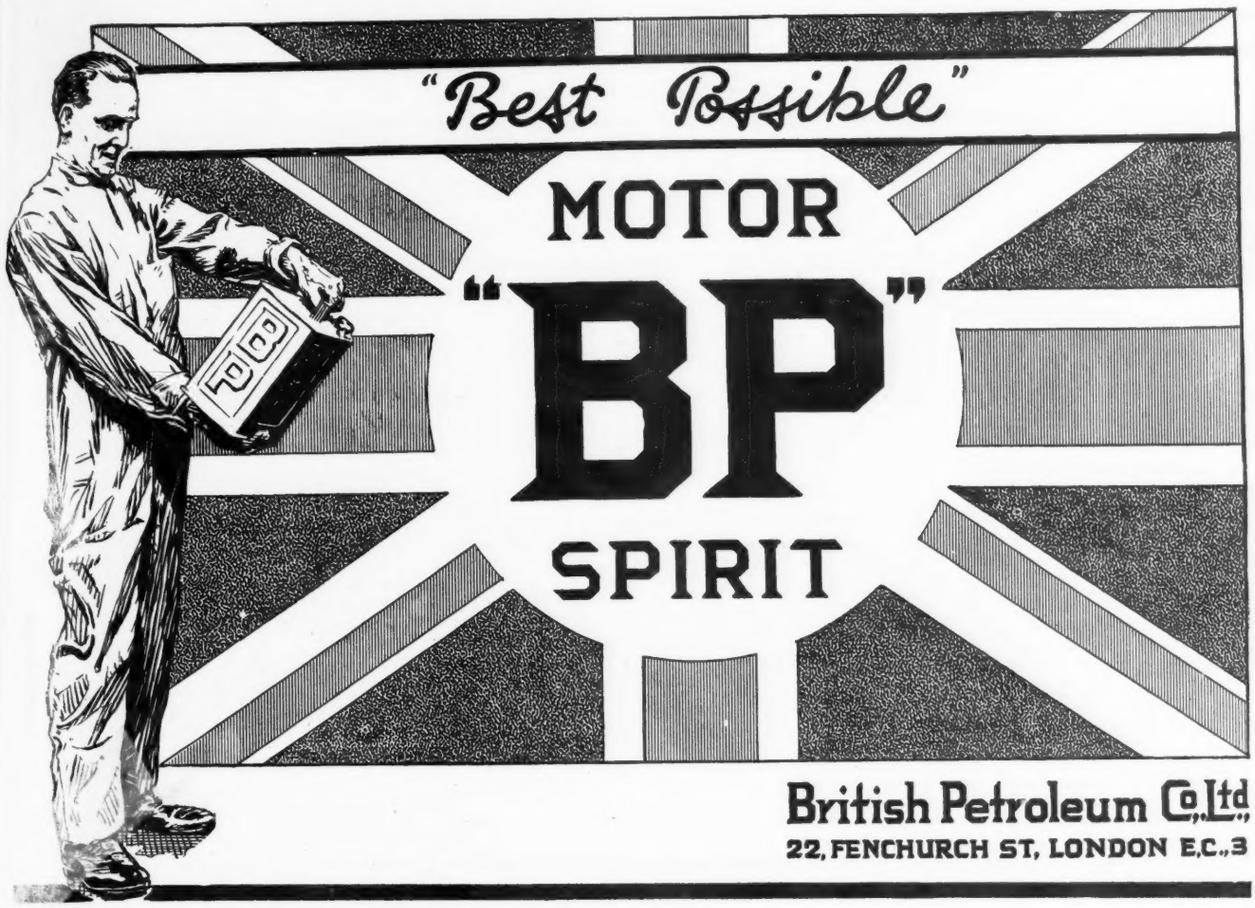
Dieppe is a better town than Boulogne for landing unless the shorter sea route is a vital consideration. If Dieppe be chosen, the main road to Rouen and thence to Evreux and Dreux is taken, at which latter town the route from Boulogne is joined. From Boulogne the route passes through Montreuil, Abbeville and Beauvais, crossing the Seine at Mantes and so to Dreux.

Chartres, with its famous cathedral and wonderful stained glass and its Hôtel du Grand Monarque, makes a good night's resting place. Between Chartres and Orleans is the only really bad stretch of road likely to be encountered on the trip until after Avignon. From Orleans to



AN ALTERNATIVE ROUTE TO THE SOUTH OF FRANCE, WITH A FEW INTERESTING DETOURS.

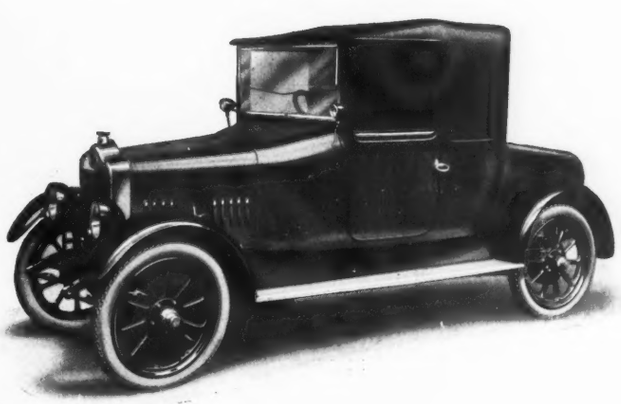
Vierzon, through Bourges and then on to St. Amand and Montlucon, the going is good, and the monotony and ugliness of Northern France begin to be left definitely behind. Montlucon is an important industrial town which, unfortunately, we once chose for the night's resting place, for which it is not to be recommended. It is much



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better to make for Clermont-Ferrand for the night, for this is a town quite different in character from the decadent squalor that is unfortunately so prevalent in Central France.

From Clermont-Ferrand through Brioude to le Puy is a really magnificent run, and le Puy is a town that every tourist ought to see, and once seen it is never forgotten. It makes a good night's resting place. Then after le Puy the crossing of the Cevennes Mountains is undertaken, and it is important when leaving this town that one should have one's petrol tank well filled and the car fully prepared for a long non-stop run, for the chances of replenishment in any direction are for all practical purposes non-existent. The road is much more deserted and wilder than any we have encountered in the Alps, and the trip is one that amply would repay unlimited trouble. Lunch may be obtained at Villefort, practically the central town of the Cevennes, magnificently situated and entered by a long descent along the side of an awe-inspiring valley. Through Alais the rest of the going to Avignon is flat, and the roads lose the winding character that they have maintained from Montlucon and become once more essentially French in character.

At Avignon, where all the amenities of city life are once more obtainable, the ordinary route to the Côte d'Azur is joined, and at this town there will be no difficulty in selecting the best route from any of the ordinary guide books or from talks with the numerous English visitors that are always to be found in the town at this time of the year. The route we once followed to Aix-en-Provence provided a stretch of very bad road, but afterwards became quite up to the average as far as San Rafael, which is the western-most extremity of the Riviera proper and from which Cannes is reached by either the Esterel inland route or the beautiful Corniche d'Or road, hung on the cliffs overhanging the Mediterranean.

This short summary of a really delightful trip is given merely as a guide to the route, and no attempt is made to describe particular objects of interest, either on the roadside or in towns through which the road passes, because most of these are self-evident. No amount of description could improve the magnificent scenery on the way from St. Amand to Alais, and the traveller who does not notice it without having it pointed out to him certainly would not appreciate having brought to his notice beauties that he cannot enjoy. But for the sake of those who intend to make the journey itself an important part of their holiday a few interesting detours may be suggested by the way.

Thus it is only fifteen miles from Mantes to Paris. From Chartres to Le Mans, an industrial town that owes its interest to the British motorist solely because it is the scene of the French Grand Prix races, is about fifty miles. From Orleans to Blois is about forty miles, and straight on through Blois to Tours is only another twenty, through the famous Touraine district with its castles. If one wishes, one may go from Chartres to Le Mans and then due south to Tours and then turn eastwards, passing through Blois to Orleans, or at Blois turn south-east to Vierzon, where the original route just given is rejoined; but it would be a pity to overlook Orleans altogether, for it is a very fine town, crammed full with historical interest, more enjoyable than that of Rouen, perhaps, because not so widely known to the tourist.

Instead of the direct route from le Puy through Alais to Avignon it is possible to go through Privas, whence the road down the Rhone Valley is joined. Of the two roads from Alais to Avignon the direct route is the only one with which we are practically acquainted, but the Roman remains of Nimes tempt other voyagers to choose the slightly longer route through this town between Alais and Avignon.

There are two possible and highly commendable return routes other than that already given for the journey down and besides the regular route along the Rhone Valley. The first and one most commonly followed is through Grasse, situated about ten miles inland behind Cannes, Digne, Sisteron, Gap, Grenoble, and then—according to one's inclinations—Lyons and Macon, or Chambéry, along the shore of Lake Bourget and through Bourg to Châlons-sur-Saone. This latter route from Chambéry to Châlons, and, indeed, from Châlons to Dieppe, formed part of the Napier R.A.C. alpine trial which we described in October last.

The other alternative return route is along the south coast through Toulon and Marseilles to Montpellier, the world-famous Carcassonne, Toulouse and then due north to Tours again.

THE A.A. IN FRANCE.

IN view of the very large number of motorists taking advantage of the efficient and trouble-saving arrangements provided by the Automobile Association for tourists to the Riviera, it has been decided to extend the A.A. patrol service to certain of the Riviera roads.

An A.A. inspector, mounted on the well known "Road Service Outfit," has left England to survey the best routes to the Riviera and to transmit information concerning roads, hotels, etc., likely to be of service to A.A. members.

The patrolled roads will be in the neighbourhood of Nice, Cannes and Monte Carlo, while the Automobile Club de Nice will continue kindly to extend its valuable services in connection with all motoring matters to members on the Riviera.

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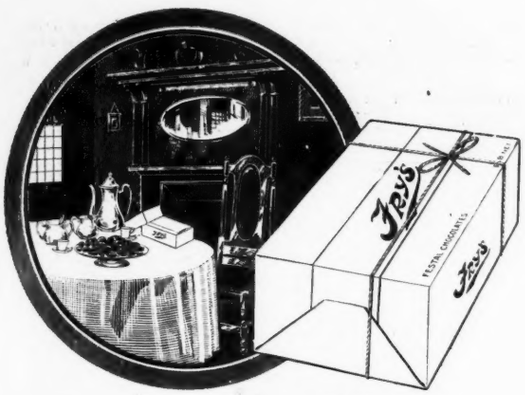
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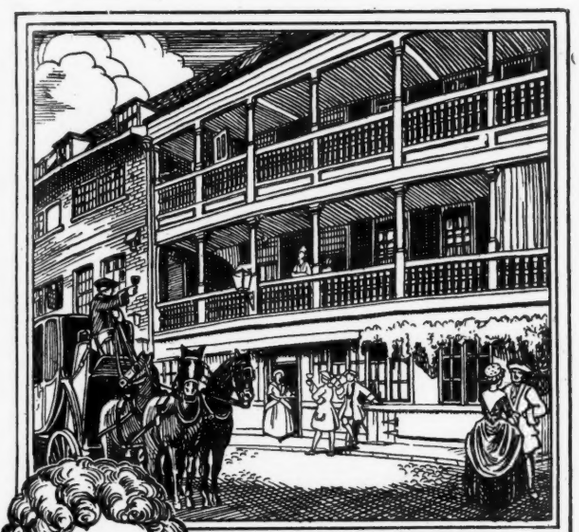
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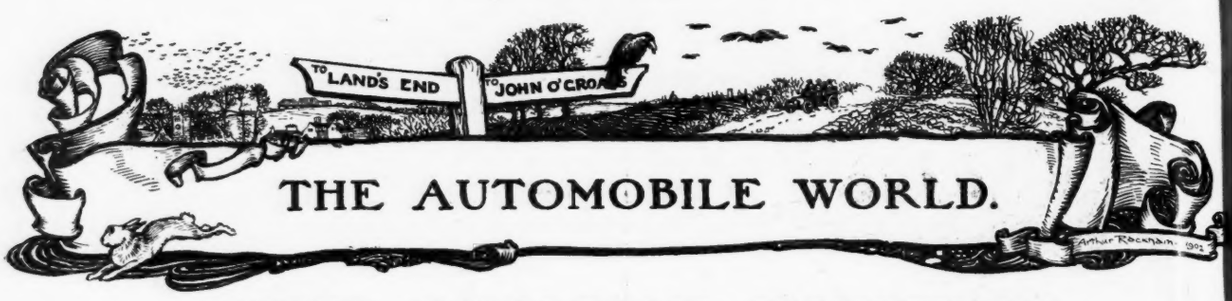
is a concentrated nutritive stimulant, and the best safeguard against febrile diseases of every kind.

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THREE IMPORTANT INVENTIONS

IN spite of the enormous progress that has been made in motor car design and construction during the last few years, and in spite of the enormous improvement that has been effected in the car of 1922 as compared with that, say, of 1912, it remains as something of a paradox that the most important of all inventions, next only to that of the internal combustion engine in the successful development of the motor car, has made practically no real progress since its first appearance. If it had not been for the pneumatic tyre, motoring as we know it to-day would have been an impossibility. That is so obvious that there is no need to dwell on the point at any length. It is certainly true that motor cars, or at least vehicles propelled by an engine and entirely self-contained, were running on the roads before the time of the pneumatic tyre, but the motor car never gave any promise of becoming a serious proposition until, eight years after its invention, the pneumatic tyre was fitted to the road wheels.

Now the pneumatic tyre of to-day, that is to say, the ordinary pneumatic tyre, is for all practical purposes the same as that in use in 1896. A few detail improvements have been effected in its manufacture and the tyre is stronger than it used to be, but it remains the bugbear of the motorist, and nine-tenths of the troubles from which motor cars suffer on the road are tyre troubles. The pneumatic tyre may accurately be described as a necessary evil.

Without being unduly optimistic or holding out greater hopes than are likely to be realised, we think that we can assure our readers that no longer need the faults of the pneumatic tyre be accepted as inevitable, for at last something is available which will give all the advantages of the tyre containing air under pressure without involving any material proportion of the disadvantages that have hitherto been unavoidable.

The Rapson tyre is not new, for it has been before the public for some two or three years, and has undergone many strenuous tests both of an official kind and of that kind which is really the most informative of all—the test of prolonged use in private service. Since it was originally introduced the tyre has undergone certain structural improvements, and various shortcomings which are always inevitable with an entirely new product have been successfully overcome. The extent to which they have been overcome and the promise of service held out by the tyres in their modern form may best be judged by the makers' confidence in them by which the tyres are sold under a definite mileage guarantee. If a tyre fails before having completed 5,000 or 10,000 miles without puncture, it is replaced at a charge proportionate to the mileage covered. Also cars employed on the most exacting service to which pneumatic tyres have



Cross section of the Rapson tyre (without inner tube).

ever been subjected, namely, on armoured cars in the Mesopotamian Desert, are now being shod with Rapson tyres, which are showing a great saving in costs, for whereas an ordinary pneumatic tyre, however well constructed, has an average life of five miles, the Rapsons are standing up for several hundreds. Let these figures be carefully noted, for they are official figures; that is to say, figures issued by the Government department concerned in the maintenance of these armoured cars. Five miles for one pneumatic tyre, several hundred miles for another that costs about 25 per cent. more!

The principle of the construction of these tyres is, like that of most successful novelties, quite simple. In the first place, the cover, which is designed on cord principles, is made much more carefully and much more expensively than is usual, everything in it is of the very best, and it is only natural that this being the case the cover itself should give better service than most other covers. But the real point about the Rapson tyre is the employment of a deflector between the cover and tube. This consists of a ring of rubber shaped, as its name suggests, so as to deflect from the inner tube any sharp puncturing medium that might get through the outer cover. Thus, although the thorns of the desert or the nails of the roadside, or the flints of Chertsey, where Mr. Rapson has had the good—or evil—fortune to take many of his tyres, may puncture the cover, they do not cause actual deflation.

Having inspected carefully a Rapson tyre and the material with which it is made, we have no hesitation in pronouncing it as something very much detter than any other tyre we have hitherto seen. We have heard criticisms levelled against it to the effect that, except when fitted to very big and high-powered cars, it is apt to cause a loss of springing efficiency, and is apt to suggest a certain beadness on the road. These criticisms, however, were levelled against the tyre in its earliest form, since when it has undergone considerable improvements, mainly with the effect of increasing the air space and so presumably increasing its resiliency and lightening its weight. Of the puncture proofness of the tyre and of its suitability for use on high-powered cars there can be no question. We are hoping to be able to record from personal experience in due course the behaviour of the tyre when fitted to a light car which will really prove the most exacting test possible.

OVERCOMING THE DAZZLE PROBLEM.

Another, and the most recent of Mr. Rapson's achievements, is one that is quite as wide in its appeal as its predecessors, and possibly even wider, for it interests all road users, whether motorists or not. There is no need to dwell on the



" SELFISH INDIFFERENCE."
Both cars have their head-lamps full on, and both drivers are blinded.



" COURTEOUS CONSIDERATION."
The head-lamps are dipped, neither driver is dazzled and *both can see.*

Austin

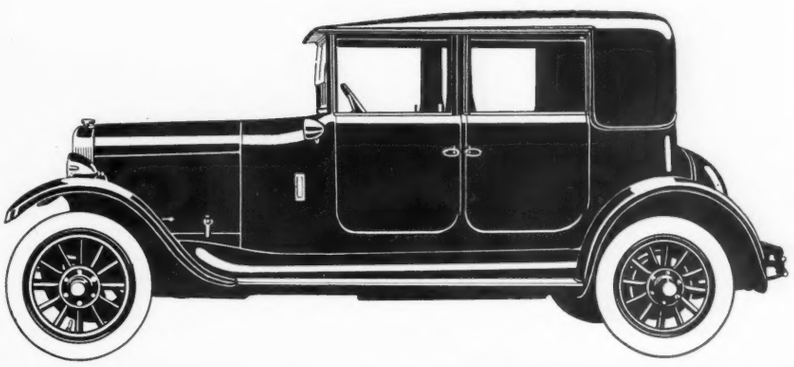
"Twelve" & "Twenty"

Speaking of Oxford Street, the new "Austin Twenty" four-door Ranelagh Coupé shown here is ideal for shopping. It is so easy to get into and out of, and is as smart in appearance as it is powerful for the farthest touring.

"As if She Had Been Born in Oxford Street!"

Mr. A. Lewis Hitchins, a well-known South African solicitor, lately drove his new Austin for the first time, and writes us that he was fearful (then) of the London traffic. But his letter says:

"The flexibility of the engine dispelled all the terrors of the London streets. She 'backed and filled' most beautifully, and, with the lightest touch on the steering wheel, threaded her way across and through the stream as if she had been born in Oxford Street."



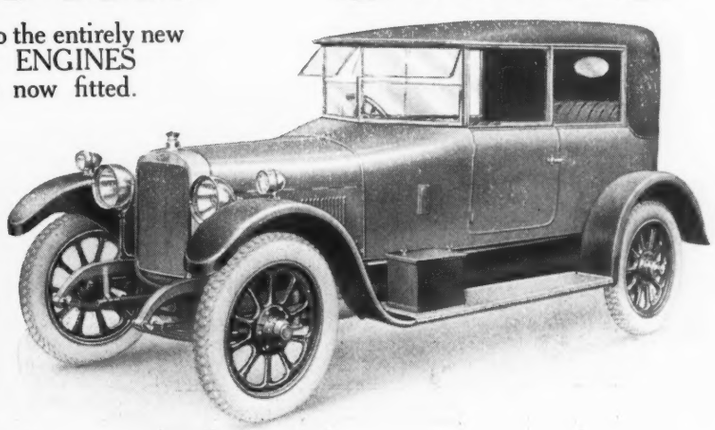
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OVERHEAD VALVE ENGINES
with which these cars are now fitted.



LIST OF MODELS AND PRICES.

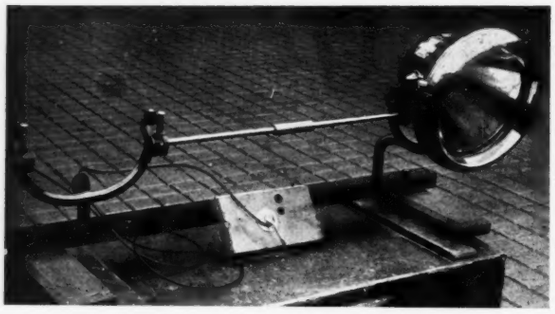
14 h.p. chassis	£575
14 h.p. 4-seater	£725
14 h.p. 2-seater	£725
16/40 h.p. chassis	£750
16/40 h.p. 5-seater touring car	£960
16/40 h.p. 4-seater light touring car	£960
16/40 h.p. Limousine Landaulette	£1,300
16/40 h.p. All Weather Car	£1,085
24/60 h.p. chassis (for open cars)	£1,025
24/60 h.p. chassis, long wheelbase (for closed cars)	£1,050
24/60 h.p. 5-seater touring car	£1,295
24/60 h.p. 4-seater light touring car	£1,295
24/60 h.p. Limousine Landaulette	£1,625
24/60 h.p. All Weather Car	£1,420
24/60 h.p. Saloon	£1,650

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16/40 H.P. SUNBEAM ALL-WEATHER CAR - £1,085
24/60 H.P. „ „ „ „ - £1,420
Completely equipped and ready for the road.

unpleasantness of dazzling headlights and on the difficulty that has been encountered in attempts to solve the problem satisfactorily. It is only after the most careful consideration and investigation that we venture to describe Mr. Rapson's remedy as a genuine one. It is simple and it is efficient, which of these two is the more important being a matter for individual tastes to decide. It is difficult to see how it can fail in action, it is impossible to conceive how it can fail to satisfy all the requirements of any anti-dazzle device. The only objection that can be raised against it is that unless it is fitted to practically every car its real excellence cannot be properly appreciated, and, speaking quite unofficially, we would venture to say that it is not by any means impossible that this remedy will be that finally adopted by the Government as the solution to the dazzling headlights problem, if only because it is the best so far put forward. Confident we are that the Government could not do better, and there can be no question as to whether it might do worse, for evidence of this is painfully apparent in the recent prolonged but inconclusive and practically useless deliberations of the Lights on Vehicles Committee. If the deliberations of that Committee proved anything, they proved that a real remedy for headlights dazzle consisting in any modification of the lamp bulb or lens or mirror without reducing materially the power of the lamps did not exist and, as far as indications went, never could exist. Mr. Rapson is offering to the Ministry of Transport a solution of one of its most vital problems. The spirit in which that offer is treated will be regarded as an indication of the true feeling of the Ministry of Transport towards motorists and motordom.



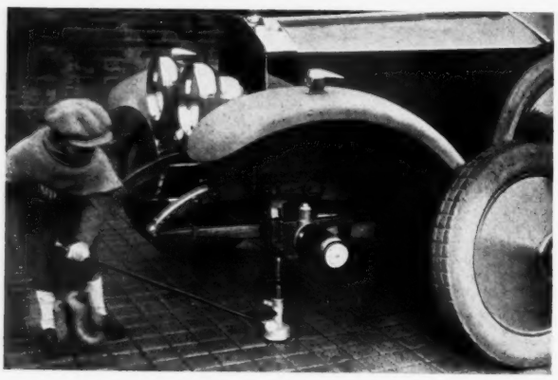
Details of the new lamp-dipping mechanism, with the control wire that is brought to the driver's hand.

The device, like most simple things, is not easy of description, partly because there is so little to describe. At the top of each prong of the ordinary forked lamp bracket is mounted a separate metal tube on a hinge. The lamp itself is mounted on to these two metal tubes, or pins, instead of on the lamp bracket prongs. The fittings of each lamp bracket are interconnected by means of a rod, and from one of them a Bowden wire is taken to any convenient point in the driver's compartment. A slight movement of a lever tilts the lamps together in a vertical plane, and that is the whole story. One of our illustrations shows the device with a lamp mounted in one fork only, another illustration proves the efficiency of the device. A very slight movement of the lever is sufficient to tilt the lamps so that all dazzle is removed from the eyes of an approaching pedestrian or vehicle driver. By actual experiment we found that when standing twenty yards in front of a Rolls-Royce car all dazzle had ceased when the lamps were tilted very slightly downwards, so slightly, in fact, that the road was illuminated a clear hundred yards ahead. The photographs of the lamps alight on the road were taken from the side of another car of which the lights may be seen shining on the road when they were tilted downwards. The test above referred to and the dazzle effect twenty yards from the car were made with the car facing the camera. When the lamps of this car were tilted downwards for the first test, the car from the side of which the photographs were taken was illuminated as far as the top of its radiator. The highest praise that we can give to this invention is that we consider no further remarks are called for as evidence of its efficiency, and it is superfluous to point out how and why the device is free from the objections that apply to all the other anti-dazzle devices so far suggested.

Finally, the apparatus costs £5 for fitting to any car, although if its application is made compulsory, as we for ourselves think it ought to be, its cost could naturally be reduced materially. It seems that we have here a solution to a problem that has hitherto baffled the best inventive minds of America and Europe and, although it is hardly worth mentioning, the ingenious discussions of a British Government Departmental Committee.

A SENSIBLE JACK.

Connected with the troubles that arise with the weakness of the ordinary pneumatic tyre is a difficulty that we have recorded as arising with some cars of which the road behaviour has been recently recorded in these pages. The modern, and on the whole the commendable, desire for a low-built car makes it very difficult to obtain a jack that will go under the axle when the tyres are deflated and yet will have sufficient lift to raise the car high enough to enable the wheel to be changed. Among its other assets the Rapson jack has a very wide range of motion. It will go under a very low axle, it will raise any ordinary car to a sufficient height to enable the wheel to be changed; but even more important than this, perhaps, is the rapidity and ease with which the jack can be operated. It is available with either the usual flat platform top or with a special T piece which hooks into lugs bolted to each axle of the car. When these lugs are available it is possible to put the jack under the car and have the wheel raised right off the ground in less than a minute. As illustrating the ease of operating the jack, we saw a young boy of five and a half years of age raise a heavy Daimler car sufficiently high for the wheel to be removed in one minute. If this time does not sound very short, we would suggest that an ordinary mechanic be asked to jack up the wheel of a heavy car with an ordinary jack against the clock. If he succeeds in doing it in a minute, no evidence will be lacking that he had to work much harder than the average mechanic works from choice. The Rapson jack is undoubtedly a thing for which all owner drivers have long been looking, and if it costs more money than the ordinary implement which it replaces, we imagine that very few will be found to resent the extra outlay once they have appreciated the advantages accruing.



Raising a heavy car (in this case a Rolls-Royce) with the Rapson jack is child's play.

New West End Showrooms.

THE latest motor manufacturers to give their support to the comparatively new fashion of West End showrooms is Messrs. Humber, Limited, of Coventry. It has been a very significant development during the last few months that many manufacturers who have for many years been established in important and in many cases capacious premises in London are turning to additional showrooms in the heart of the West End. Messrs. Humber, Limited, have had premises on Holborn Viaduct from the very earliest days of the firm—which means also of the motor movement—and the Service Depôt at Kilburn is also an old-established enterprise, neither of which will be in any way affected by the new showrooms at No. 94, New Bond Street.

Bond Street can claim to be a genuine motor car centre, for there are now some dozen showrooms situated in it. The premises of Messrs. Humber, Limited, are in a conspicuous and imposing corner position and give generous opportunities, of which advantage has been taken to the full, for the display of the comprehensive and popular range of Humber productions. It is perhaps permissible to say that although the two Humber models, the 11.4 h.p. and the 15.9 h.p., are among the most expensive cars of their respective classes on our present market, they are also among the very best sellers.

As Lieutenant-Colonel Cole, the Managing Director of Humber, Limited, pointed out at the opening of the showrooms, it would be idle to pretend that the state of business is satisfactory, but it seems to be generally agreed that Humbers are among the most prosperous firms in the industry. In the course of his remarks Lieutenant-Colonel Cole had something to say on the state of Overseas trade, and he quoted some striking figures with reference to the importation of cars into Victoria, Australia, in October, 1921. Of 423 that were imported only thirty-two were British, and two Italian firms alone sent more than all the British firms put together—the rate of exchange was, of course, an important factor in this unsatisfactory state of affairs. The crippling demands of the Excess Profits Duty preventing the expenditure of capital in the development of Overseas trade was a very important reason why this refuses to be brought up to even its pre-war level. Realising that Humber cars are not cheap, Lieutenant-Colonel Cole devoted a few words to the subject and pointed out that, in spite of the large amount of unemployment in different parts of the country, the extravagant demands of Labour extremists still prevented any useful reduction in manufacturing costs, with the result that our trade was inevitably restricted.

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Country and Town Houses

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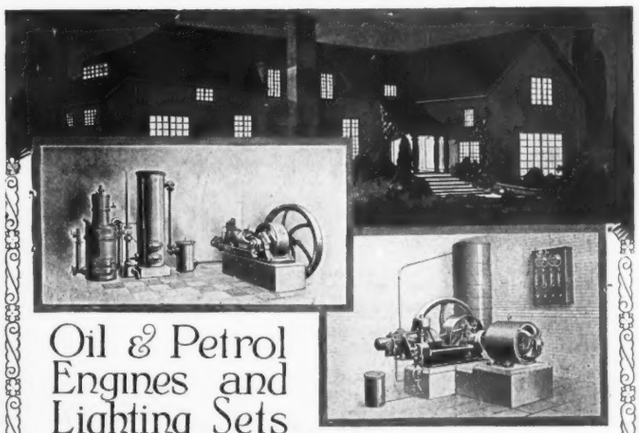
Below are a few kitchens fitted up by Benham & Sons in recent years :

Bagshot Park, Bagshot	for H.R.H. Field-Marshal The Duke of Connaught.	Belcaire, Lympne, Kent	for Sir Philip Sassoon, Bart.
Luton Hoo, Beds	for Right Hon. Lady Ludlow.	Wynyard Park, Stockton-on-Tees ...	for The Most Hon. The Marquis of Londonderry.
Hursley Park, Winchester, and 26, Grosvenor Square, W.	for Sir G. A. Cooper, Bart.	Wimborne House, London ...	for Right Hon. Lord Wimborne.
Sledmere, East Yorkshire	for the Late Sir Mark Sykes, Bart., M.P.	Weston Hall, Shifnal	for The Right Hon. The Earl of Bradford.
46, Grosvenor Street, W.	for Sir E. Speyer, Bart.	1, Grosvenor Place, S.W.	for His Grace The Duke of Buccleuch.
Hever Castle, Kent	for Right Hon. Viscount Astor.	Witley Park, Godalming	for the Right Hon. Lord Pirrie.



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THE SCOTTISH SHOW

HAVING been open since January 27th, the annual motor show in the Kelvin Hall, Glasgow, closes to-day (Saturday). Always the Scottish Show has, in one respect at least, scored over its October and November predecessors at Olympia and the White City—it has been a more comprehensive exhibition. And this year this comprehensiveness has been more pronounced than ever before, for not only does a single building house private cars and commercial vehicles, but motor cycles are now included for the first time. From a Leyland fire engine to a light-weight two-stroke motor cycle, all kinds of mechanically propelled road vehicles are represented.

Unfavourable weather for the opening prevented a large attendance at the first day of the Show, but as the week wore on the attendance, as is usual with the Kelvin Hall Motor Show, improved enormously. Business seems to be satisfactorily brisk without any suggestion of boom or extravagant buying, and the Scottish manufacturers, and notably Messrs. Arrol-Johnston, Limited, of Dumfries, seem very pleased with the results of their showing. By far the greater part of the exhibitors are not manufacturers, as is the case at the London shows, but their Scottish agents, and so it comes about that most of the stands contain cars of different makes, and the visitor who wants to see all the cars exhibited of any particular make must go to several stands. But a few British manufacturers have stands, notably Lanchesters and Humbers, the "show chassis" on the former stand being as great a centre of attraction as always—and deservedly so. This chassis has undergone a few minor improvements, such as the adoption of worm drive for the magneto, the fitting of a petrol tap on the instrument board and an increase in the size of radiator and petrol tank.

Among the Scottish manufacturers those two old-established firms Argylls and Arrol-Johnstons have a very fine range of exhibits, the saloon car on the latter stand at £850 coming in for much admiration of the right and practical sort. There are two entirely new Scottish cars—the Rob-Roy and the Scotsman—the first with a flat twin engine and a striking arrangement of water pipes, the latter with a four-cylinder overhead valve engine and a commendable effort to provide the really deep seating in an open touring four-seater body which alone makes for true comfort. The Gilchrist, though not entirely a new-comer, is a fairly new Scottish car with a four-cylinder engine rated at 11.9 h.p. and a straightforward conventional specification.

Some of the bodywork on exhibited cars is of a very high standard, notably a saloon on a 20 h.p. Wolseley chassis on the stand of Messrs. Claud Hamilton, and several "class" body builders have made very good efforts to embellish further the three or four Rolls-Royce cars that are to be seen in the Show.

CARS THAT WERE NOT AT OLYMPIA.

Two cars at least, namely, the Austin and the Bean, that were not available for public inspection at Olympia or the White City, are earning good business for their makers and are keeping the stand attendants busy. The Bean (11.9 h.p.) has undergone only minor but, nevertheless, quite important improvements since it was described in these pages and since it was last to be seen at a public exhibition. This Show is the first occasion on which the 12 h.p. Austin has been exhibited, and it seems to be scoring over a Continental rival with which it compares in the matter of price. It is certainly a quite attractive medium-powered and medium-priced car.

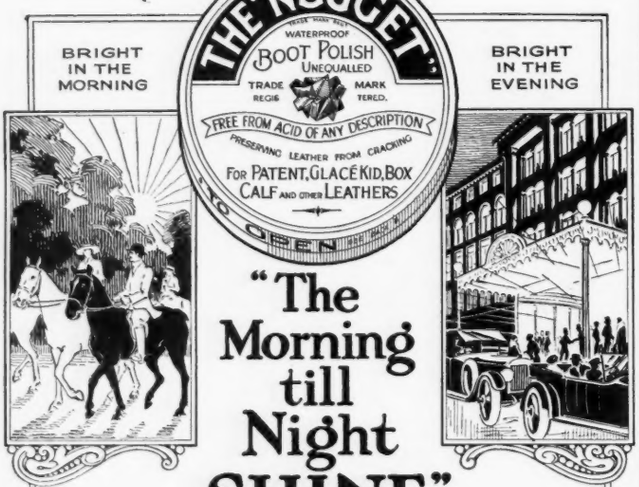
Among the highest priced cars the twelve-cylinder Fiat and the Napier are to be seen, in addition to those already mentioned, and the latter's R.A.C. Alpine trial record is still being discussed.

CAR DESIGN AND ACCESSORIES.

No great innovations are to be recorded in the matter of car design, although there is certainly no suspicion of stagnation. On the score of design the Bugatti, which is now being made by Messrs. Crossley Motors, Limited, of Gorton, the Belsize-Bradshaw and the twelve-cylinder Fiat have things almost their own way. No novelties of real importance are on any of the accessory stands, but at the same time these stands reveal a continual effort to increase the convenience and comfort of the owner-driver. In tyres there are two important developments. The first is the Tye tyre, which made a *début* at the White City last November and since then has undergone much detail modification, with the result of further increasing its puncture proofness and at the same time increasing its life. The other is the extensive adoption of straight side cord tyres, which seem to be the tyres of the future until all prejudice has died down against the genuinely unpuncturable tyre, for they are *the* centres of interest on the Dunlop stand.

PRICES.

The question of prices is always interesting, and many visitors to the Scottish Show are anxiously enquiring for evidence of a fall since last November. In a general way such evidence is entirely lacking. The air-cooled A. B. C. has been reduced, so also has the Service model Deemster and so has certain Daimler bodywork. But these instances are comparatively so few that it is safe to make the generalisation that the last Olympia Show seems to have witnessed a stabilisation in prices that are not likely to alter to any material extent for some time.



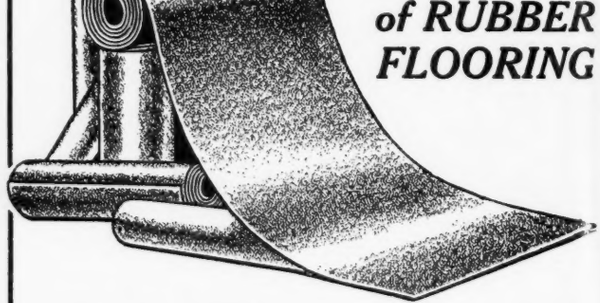
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Grand - -	152 5 0	**105 0 0**	Caprice - -	39 18 0	**33 0 0**
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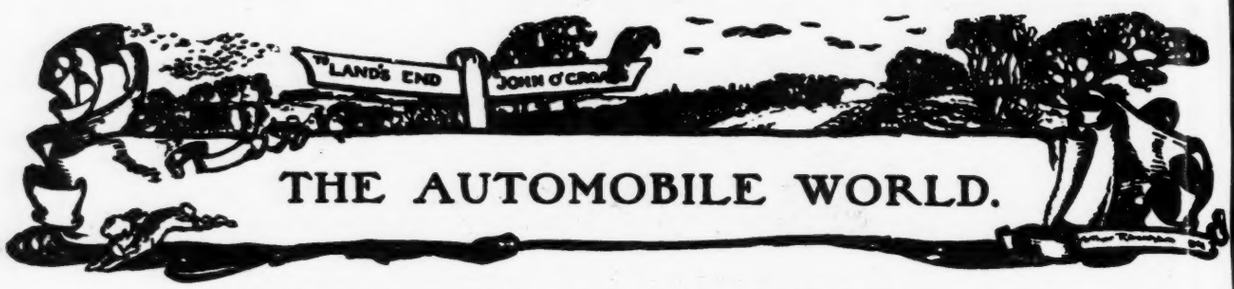
***New Showrooms :* 159, New Bond Street, London, W.1.**

48, Cheapside, E.C 2; 148, Fenchurch Street, E.C. 3; 4, First Avenue Hotel Buildings, Holborn, W.C. 1; 45, Aldwych, W.C. 2; 64, Southampton Row, W.C. 1; 42, Poland Street, W. 1; 47, High Street, Kensington, W. 8; 48, Victoria Street, S.W. 1; 83, Brompton Road, S.W. 1; 5, Charing Cross, S.W. 1; 167, Finchley Road, N.W. 3; 64, Baker Street, W. 1.

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05



THE AUTOMOBILE WORLD.

TROUBLES IN MOTORDOM

THE approach of another motoring season seems to invite a little investigation and consideration of the problems that have worried the motoring world during the last twelve months, and are likely, either by their solution or continued obstruction, to influence affairs in the future. Any illusions that the troubles of the motor industry or of the private motorist have been materially decreased during the last few months, or are likely to be decreased within the next few, were vigorously shattered by the tone of the speeches made at various functions during the Scottish Show. The industry is unhappy, and the private car owner has difficulties that promise to act as a serious check on his enjoyment of the approaching season. In the main these troubles are due to two things, only one of which affects the private car owner directly, the other affecting the community at large more than any particular section of it, but both having a very threatening aspect toward the motor trade as a whole. The first is taxation.

MORE ABOUT TAXATION.

During the Scottish Show it was our fortune to hear some twenty odd speeches delivered on various occasions, but mainly at a dinner given by the Royal Scottish Automobile Club on the first Sunday of the Show and at another dinner given by the Scottish Motor Trade Association on the following day. At both functions the air was thick with soundly reasoned objections and fiery invective directed against the taxation scheme. The manufacturer objects to it because it exercises an artificial influence on design which in effect means that the progress of automobile design is really under the control of a Government department which has no right and no true interest in influencing the products of any individual industry. Also the working of the taxation scheme is causing the motor industry to become a seasonal trade. Private buyers naturally choose to take delivery of their cars at the beginning of a quarter, and innumerable authentic cases exist of an owner taking out a licence only for the middle six months of the year. Thus the man who sells cars is called upon for deliveries by the majority of his customers in the month of March. For the rest of the year he is taken up with such weak arguments as he can muster to persuade his hesitating purchaser not to wait till the beginning of the next quarter. Whatever may be said or thought to the contrary, it is an established fact that taxation is concentrating the use of cars, more than has ever been the case in the past, into the six spring and summer months. It is true that a concession has recently been granted by the Ministry of Transport by which licences may be obtained in any month, but the practical effect of this concession appears to be negligible. Possibly as the year wears on grounds may be offered for a departure from this view, but the quarterly licence with its limitations is the one that at present attracts as well as repels the private car user.

There is a universal conviction that the only fair basis of motor car taxation is a fuel tax, and some striking instances have been quoted of inequality in the incidence of the horse-power tax that would not arise in the case of the fuel tax. Take, as an example, the owner of more than one private car. On each he has to pay the full tax, which conceivably may run into three figures. One gentleman we met at the Show owned three cars, all of fairly high power, his tax amounting to just over £100 a year. There is seldom more than one of these cars on the road at the same time; there is never more than two. An owner of a char-à-bancs of the largest size pays £84 a *year* in tax, and at a reasonable estimate the char-à-bancs earns him £50 or £60 a week in revenue during the season that it is in use. On the damage done by the char-à-bancs with its annual mileage of 50,000 and on that done by the private cars with their mileage, which in the particular case we have in mind never exceeds 12,000, there is no need to dwell, and yet motor car taxation is alleged to be for the purpose of providing road maintenance and therefore to be in proportion to the damage done to the road by the vehicles paying the tax! It is a simple and incontrovertible fact that the present taxation does not in any way represent the amount of damage done to the road by the vehicle that pays it. This, of course, is old ground that we are retreading, but it is none the less of pressing importance.

WHY NOT A FUEL TAX?

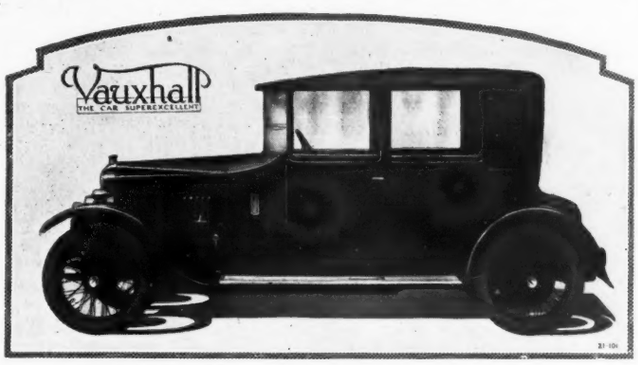
A question often asked is if the whole of the motor industry is so insistent on a fuel basis as the only one for taxation, how is it that the horse-power tax was



A 40—30 H.P. NAPIER AT BALMAHA, LOCH LOMOND.

VAUXHALL CLOSED CARS

NOTE THESE POINTS
The Arundel *medium-sized* cabriolet on the 25 h.p. Vauxhall chassis (see illustration) is the result of particular study of this type of car, specially designed for the owner-driver.
The hood is as easy to put up or down as a Cape-cart hood; there are no parts to be detached, and the hood with its pillars works as one piece. Small-section metal pillars to windscreen, permitting unobstructed view.



NOTE THESE POINTS
The two doors at the front and the shape of the front seats enable any of the four occupants to get in or out without disturbing the others. The interior, though giving ample room, is not too large for conversation to be carried on easily between all the occupants. The front seats are adjustable for leg room. Tools are kept in waterproof wraps in the large and convenient boot.

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Cavendish coupé, to seat two or three, with double dickey seat, dark blue, grey hair-line cloth, 880×120 wheels and tyres £1,325
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Arundel inside-drive cabriolet, square front (grey or red), tyres as above £1,360
Salisbury limousine, chauffeur type, to seat 6 or 7, red or blue, grey hair-line cloth, 895×135 wheels and tyres £1,435
Windsor limousine (special 'aeroplane view' design), inside-drive, dark blue, 895×135 wheels and tyres £1,535
Sutherland cabriolet, chauffeur type, to seat 6 or 7, dark blue, Bedford cord, 895×135 wheels and tyres £1,410
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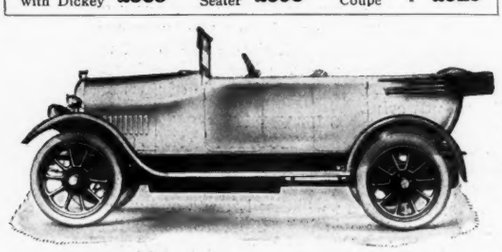
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introduced. There is only one answer, and it is a very unpleasant one. At the time when the taxation scheme was under discussion motoring interests were even more divided than they are to-day, and the representatives of the commercial vehicle users were able to present their point of view to the Ministry of Transport with an emphasis that more than compensated for the much larger number of motor vehicle users represented by the other and divided interests.

The difficulty of collecting a petrol tax is a difficulty that the Government invented, confirmed and set their seal upon without adequate investigation. We are told that evasion of the Customs duty had become a scandal that was causing a dangerous leakage in revenue, but the practical application of this argument we do not fully appreciate, because the petrol tax was an Excise tax as well as a Customs levy. The petrol interests have stated that if a fuel tax is again brought in they will establish oil refineries in this country. To us this seems a very excellent thing and, properly handled, should actually facilitate the collection of a fuel tax rather than help its avoidance.



HOW ROADS ARE, BUT SHOULD NOT BE, REPAIRED.

The whole width of the road is attempted at once; is left in an unfinished condition for several days, and is cut up by passing traffic before work is recommenced on it. The example is taken from Chertsey.

REBATES ON FUEL.

Whenever a fuel tax is mentioned the question of rebates crops up. Why should it? Let there be a flat rate fuel tax without any rebates for any purpose whatever. Admittedly, there are some difficulties connected with the definition of what shall be regarded as fuel, and we ourselves would very much regret to see a tax imposed on paraffin as used by the country dweller for house lighting, but regard this as a lesser evil than the unendurable method at present followed for the collection of road maintenance revenue.

We have been told unofficially that if the Government were persuaded to drop the horse-power tax and replace it by a fuel tax the amount of the latter might be so high as 2s. per gallon, but in view of the fact that the revenue required from motorists is £8,000,000 a year, and that something like 250,000,000 gallons of petrol were imported last year, and the 1922 figure promises to be even higher, it is difficult to see how a fuel tax could justly be levied in excess of 9d. per gallon. A flat rate fuel tax of this amount would secure the Government all the revenue required with an ample margin of safety, and would convert the tax from a hated impost into an almost welcome contribution.

THE RAILWAYS BILL.

Last year some of the railway companies attempted to obtain Parliamentary powers for the running of road transport services apart from their incidental services proper. Owing to a technicality, the clauses of the Bill dealing with this were rejected, and now private Bills are being introduced to secure the powers that were not obtained last year. The dangerous possibilities of these private Bills to the community are not by any means appreciated.

It is universally acknowledged that our railways are feeling keenly the competition of privately maintained road transport services, and many minor improvements in railway transport may be directly traced to the influence of this competition. The attitude of the railways to other forms of transport is always before us in our canals. The magnificent canal system of this country has been reduced to a mere plaything by the cramping hand of railway control. It is not likely that the railway companies will ever secure the control of the roads, but their control of road transport on an extensive scale may, in effect, work out much the same. With their financial resources the railway companies could quite well exterminate all private transport enterprises from the roads, and it should be noted that their cramping hand could be extended quite easily to the industry that produces the vehicles, as well as to the industry that uses them. There is no reason why railway companies should not, and there is every probability that they would introduce their own factories for the production of the goods and passenger carrying vehicles that they intend to employ. Once their resources had enabled them to establish a partial monopoly in road transport nothing could prevent the railway companies from withdrawing that transport and so throwing the community once again on to entire reliance on rail transport in the narrow sense. The Automobile Association has addressed a powerful letter to all members of Parliament, summarising the arguments against the possible development, and for once we have the spectacle of all motoring organisations solidly united in opposition to potential legislation. But the point that we particularly want to bring home to full appreciation is that this Railway Bill does not affect the private motorist as such to any important extent, but promises to become a real and serious threat to the community at large.

THE ROADS.

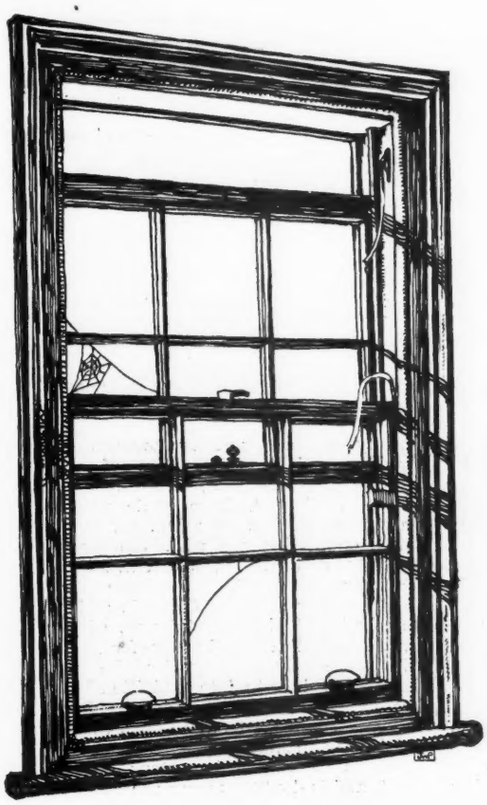
In all parts of the country work on the roads is being taken in hand. In some cases it is being done intelligently and scientifically. Dangerous corners and "bottle necks" are being removed, and in some places extensive widening is going on. But even so there is just cause for complaint. The motorist is providing a useful proportion of the amount that is being expended on the roads, and it is only reasonable that he should take a particular interest in the work which is being done and in how it is being done. Now in most cases road work is being conducted by the unemployed—that is to say, by unskilled labour. The folly of this maintenance of the unemployed by a particular section of the community can best be appreciated from a consideration of a very few but very simple facts and figures. One of the main outlets from Glasgow is at present being widened by excavation of the sides of a cutting. Before the war, with skilled labour, the price of such excavation was 1s. per cubic yard; it is now costing 6s. 9d. As to how the work is being done, one has only to pause for a few moments to watch the extravagant waste of labour and time that is evident in all parts of the country as well as in the Glasgow example.

Now work that is likely to benefit the community at large and provide a sphere for the use of the unemployed is to be welcomed with a few limitations. These limitations are exceeded when unskilled labour is employed on highly skilled work. In the matter of excavation it is probable that the quality of labour has little effect other than its influence on the cost of the work, but in constructive as distinct from destructive work, the quality of the labour is a vital consideration, and this is nowhere better illustrated than in the matter of road construction. A road constructed by unskilled labour will cost far more than a similar road constructed by skilled labour, and the work when finished will be comparatively worthless.

Instances of this folly may be seen all over the country, but we have previously quoted a specific instance, the state of the roads in the Chertsey area of Surrey, where we have almost ideal examples of everything that is bad in the matter of road construction, maintenance or repair. One particular road, allowed to become so bad that at one time it was all but impassable, was finally taken in hand for repair. The work took nearly a year, we believe, speaking from memory, and now only a year after its completion the road is nearly as bad as it was before the repairs were begun; in fact, from some points of view it is worse, because whereas the failing in the road used to be a mass of terrific potholes, it is now a remarkable film of terrible mud. The methods employed in the repair are undoubtedly to blame. After stones had been laid they would be rolled in once by a steam roller and then left for several days or even weeks before being touched again. Then the workmen and the steam roller would return to the particular section of road which in the meantime had become chewed up and deeply rutted by passing traffic. Thus, whatever good might have accrued from the first steps of the repair, if they had been followed up as they ought to have been followed, was definitely put beyond the pale of possibility.

SUITABILITY OF ROADS FOR PARTICULAR KINDS OF TRAFFIC.

A fact that cannot be overlooked is that some parts of the country have specialised forms of traffic and therefore it is impossible to generalise with accuracy on how roads should or should not be maintained, but there are one or two factors of which the consideration may serve a useful purpose. Competent road surveyors are unanimous in allowing that pneumatic tyres do much less damage than any other form of tyre, and recent investigation has



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proved that in the case of vehicles fitted with pneumatic tyres, speed is not such an important consideration as used to be thought. Of course, of two vehicles exactly similar in all respects the one travelling at higher speed will do greater damage, but the point is that if the damage done by a vehicle travelling at a lower speed is practically nil, that done by the one travelling at a higher speed cannot be very great.

If all the traffic along a certain road were of one type only the solution of the road problem would be much less difficult than it is, but so long as one road has to carry pneumatic tyred traffic, solid tyred traffic and metal tyred traffic, the problem is seriously complicated. The only thing that can be done is to construct the road so that it may accommodate Jeremy Bentham's principle of the greatest happiness of the greatest number, and not only does pneumatic tyred traffic constitute the greater proportion of the traffic on nearly all our roads to-day, but in quantity as well as in proportion it is rapidly increasing. Therefore, it seems reasonable and not selfish to expect that pneumatic tyred traffic should receive primary consideration when roads are being repaired. But in rural districts agricultural interests are very strong, and even in Warwickshire they have succeeded on many occasions in preventing the use of tar in the repair of a road because tar is not a good medium for horses. But all our roads are being called upon more and more to withstand heavy loads and horse traffic is rapidly diminishing in volume.

While in Glasgow recently we saw loads of seventy-five tons being hauled on trailers in the streets; the engine was a sort of modified farm tractor in design. The trailer was mounted on bogies, which had no steering lock. Corners were turned by skidding the trailer round. For traffic like this the stone sett seems the only possible road surface, but for any other traffic the stone sett is intolerable. But roads of from 20 tons to 150 tons are never likely to be common except in dock and shipbuilding districts, which are particular instances that must not be allowed to affect the general question at issue.

Important Olympia Show Development.

DISSATISFACTION with the arrangements for the London Motor Show, that have been in force for the last two years, is widespread. Exhibitors and public have nothing but discontent to express with an arrangement that causes one half of the exhibitors to be in one building and the other half in another, with a resultant loss of visitors to the White City. The White City exhibitors are those who have not yet firmly established themselves in the motor trade, and therefore require, perhaps even more than those at Olympia, the helping hand of a motor exhibition.

We are now informed by the managing director of Olympia, Limited, that, in order to meet the requirements of the Society of Motor Manufacturers and Traders and the promoters of other large trade exhibitions, the directors of Olympia, Limited, have made arrangements to build a new hall on similar lines, connecting up with the present building and having an entrance in Hammersmith Road.

The floor space of Olympia and the new hall will give a total area of over three hundred thousand square feet, which will make Olympia by far the most complete and up-to-date exhibition building in the United Kingdom. Every endeavour is being made to have the new building in readiness by next autumn.

This is a very important development, and is doubtless what the President of the S.M.M.T. had in mind when, at the Scottish M.T.A. Dinner during the Scottish Show, he referred to the hope that this year's London Motor Show would be at least the equal of the Scottish Show in that it would be held under one roof!

Dunlop Tyres.

TO make a catalogue or a list of pneumatic tyres a book that shall offer interesting reading is no easy task, but it has been successfully accomplished by the Dunlop Rubber Company, Limited, in their account of their various tyres for 1921–1922. Besides giving some interesting information on the difference between the old fabric and the new cord type of tyre, the book contains the newly settled standard sizes which in the smaller sizes have led to the abolition of the millimetres and their replacement by inches. Also a table on page ten, of loads and inflation pressures for different sizes of tyres, contains information that is vital to the proper use of all kinds and sizes of pneumatic tyres, but which is sadly neglected by the average owner driver. Every size of tyre is dealt with as also are the new straight-sided tyres. A new type of inflating valve, which incidentally seems to us anything but an improvement on the older type, and such matters as security bolts and their uses and limitations conclude the first half of the book, the remainder being devoted to a brief description of all Dunlop tyres from the ordinary pedal cycle size to the giant pneumatics of 40ins. by 8ins., the solid tyres and Dunlop wheels, as well as segmental and sectional block tyres also being comprehensively described.

It is not without interest that of the 3,144 tyres fitted to exhibited cars at the last motor show, 1,604 were Dunlops and the remaining 1,540 were divided among no fewer than twenty other makes. That 51 per cent. of the tyres in the show were of this one make is very significant.



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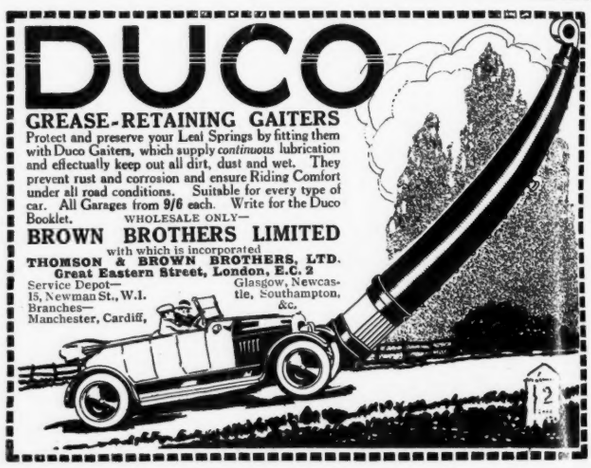
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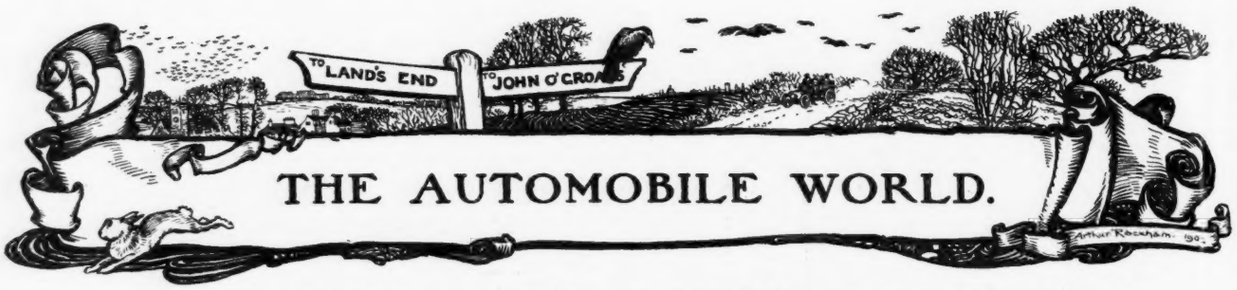
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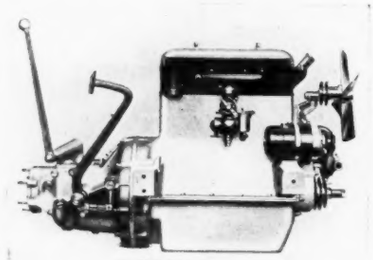
R 13



THE NEW 14 H.P. SUNBEAM CHASSIS

AMONG the comparatively few entirely new cars introduced at the last Olympia Show the 14 h.p. Sunbeam was particularly noteworthy. In the first place it was a smaller car than any that has formed an item in this firm's programme for some years; in the second place, it was taken as evidence of the marked tendency among makers of comparatively high-powered cars to turn their attention to smaller models. The 14 h.p. Sunbeam, of course, does not replace, and never was intended to replace, any of the other cars in the company's programme for 1922, these being a 16 h.p. and a 24 h.p., the latter with a six-cylinder engine, and the Wolverhampton works are now busily engaged in turning out all three models. Both the 16 h.p. and the 24 h.p. cars are essentially *de luxe* vehicles, and while the 14 h.p. in no way departs from the very high standard of workmanship that has always been a Sunbeam characteristic, it is comparatively moderate in price, the chassis costing £575 and the complete car with either a two or four seater body (the former having a dickey seat) is priced at £725. In all cases the equipment is complete, including spare wheel and tyre, electric lighting and starting, etc.

A very cursory examination of this new chassis is sufficient to reveal that it is one of conspicuous merit in design, which, without bristling with great novelties or untried features, yet has several minor departures from ordinary practice in general and from previous Sunbeam practice in particular. In the first place, the engine consists of an aluminium casting with a detachable cast-iron cylinder head, the upper half of the crank case with the cylinder barrels forming one unit, the lower half of the crank case and the detachable cylinder head containing the valve gear forming two others. All Sunbeam models for 1922 have overhead valve engines, and, although the specification of the larger cars does not concern us for the moment, it is not without interest to ponder over the adoption of the somewhat controversial overhead valve by

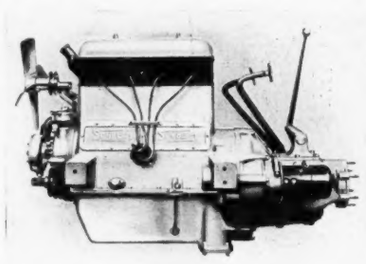


Off side of the 14 h.p. Sunbeam engine, showing the dynamo mounting and the carburettor. The fan is fitted only to cars intended for overseas use.

a designer of such repute as the one responsible for Sunbeam cars.

WHY OVERHEAD VALVES?

Most of our readers will be aware that during the war the Sunbeam Company did some extremely good work with aero engines which were used for the equipment of some of our most successful aeroplanes and also for several of the biggest airships. It was generally expected after the war that when the post-war Sunbeam models were announced it would be found that they had overhead valve engines, but the anticipation proved to be



Near side view of the 14 h.p. Sunbeam engine, showing its unit construction with the gear-box, the neat mounting of the starting motor at the side of this latter, the position of the distributor driven off the cam-shaft and the water pump in front of the engine.

false, although several Sunbeam racing cars made their appearance on Brooklands track and on them overhead valves were the rule. Obviously the Sunbeam Company were fighting shy of a pitfall that caught many less careful designers and manufacturers. Because overhead valve engines had been successful in aeroplanes it does not necessarily follow that they will be equally successful and justifiable in motor cars, and whereas several cars made their appearance in the post-war market equipped with overhead valve engines on "aero engine principles," as their makers proudly announced, the Sunbeam Company, who probably had as much, if not more, experience of the overhead valve engine than any other, waited until their third post-war model before adopting this valve position.

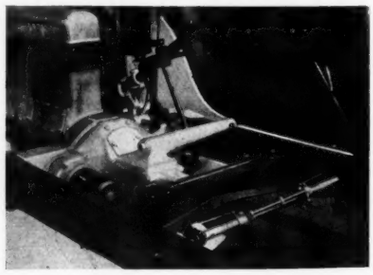
THE ADVANTAGE OF OVERHEAD VALVES.

It seems somewhat like retreading old ground to talk of the advantages of overhead valves, but the question has become somewhat obscured of late and the present seems a suitable opportunity for reviewing very briefly some of the reasons that have led to the adoption of this valve arrangement. In the first place, there can be no question of the increased efficiency arising through the employment of the overhead valve. The reasons for it are, in the main, that the combustion head of the cylinder can be more symmetrically shaped, *i.e.*, can approximate more closely to a true hemisphere and it can be machined all over, thus securing the elimination of projections and irregularities that both impede the incoming and outgoing charges and also tend to encourage the formation of carbon deposit, which necessitates frequent decarbonisation of the engine. Induction and exhaust passages can be more direct, that is, freer from acute bends with the overhead than any other valve arrangements, and finally, and perhaps most important of all, the cooling of the engine is enormously improved. Particularly is this the case with the cooling of the valves themselves. The side by side valve is very difficult and almost impossible to cool properly. If water spaces are cast all round it they are apt to constitute pockets, which soon become full of steam, so that the very effort to improve the cooling of a side by side valve engine militates against the desired end.

WHY NOT OVERHEAD VALVES?

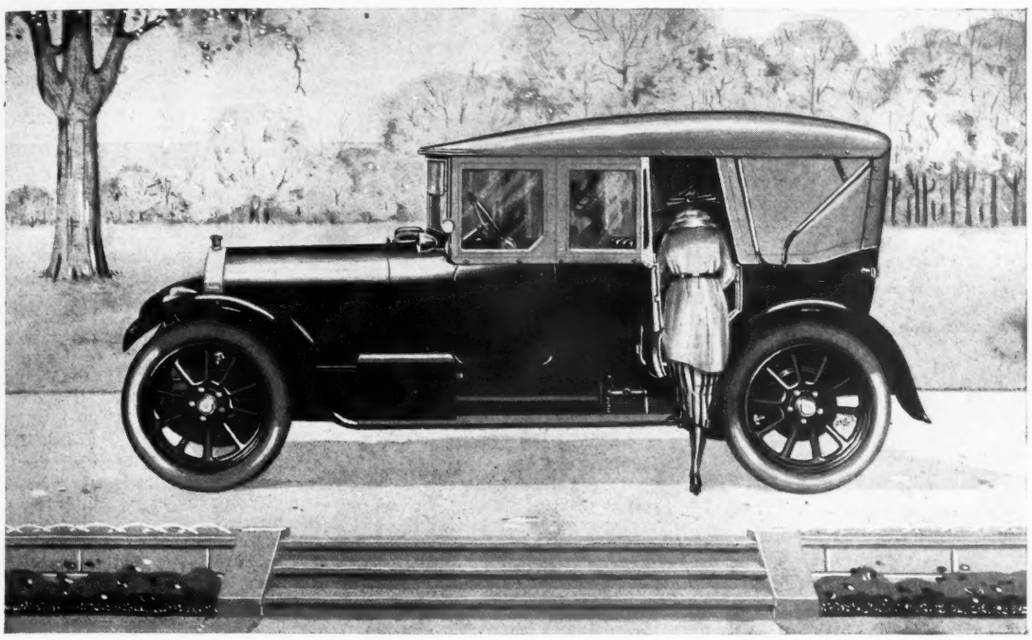
There are, or rather there were, objections to the overhead valve. The first was that its operation was noisy, the second that if a valve broke it would drop into the cylinder and cause serious damage. We can assure all our readers that both these objections have now been safely overcome. Overhead valve gear is now frequently as silent as any other, it certainly is in the case of the Sunbeam cars. As for valve breakages, they simply do not occur, the explanation in this case being the enormous progress that has been made in the design of the valves and especially of the material from which they are made.

But we are straying from the Sunbeam engine, which is now the business in hand. The valves, then, are all carried in the detachable cylinder head, and are operated through push rods by a cam-shaft mounted in the ordinary position in the crank case. A very accessible and simple means of adjustment is provided at the top of these push rods, and the valve springs are two in number to each valve, one spring being placed inside the other so that a spring breakage does not put the cylinder out of action and the ordinary movement of the valve is considerably steadied. On high-speed engines valve clatter or rebound is a frequent failing which, however, is overcome by the employment of two springs, as in this Sunbeam practice. The bore and stroke of the engine are 72mm. by 120mm., and it goes almost without saying that the power output is very much higher than the nominal 14 h.p. The piston of aluminium has



The clutch pit lay-out showing also the ingenious adjustment for the hand brakes by means of a double-threaded rod on a tubular cross member of the chassis.

three compression rings and a scraper ring to prevent excessive oiling of the cylinder. Driven by silent chain from the three bearing crank-shafts, the cam-shaft has cut in its centre a worm gear which drives the distributor mounted on the near side of the engine; another point of note in



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this Sunbeam car being the employment of distributor and coil ignition to the displacement of magneto.

Lubrication is under pressure to the main and big end bearings of the crankshaft, while an auxiliary lead takes the oil also under pressure to the overhead valve gear. The cooling water is circulated by pump, and except on cars intended for overseas use no fan is provided, the cooling having proved itself entirely adequate without. On the off side of the engine is mounted the carburettor, which is fed on the Autovac system from the main tank carried in the rear of the chassis. Needless to say, preheating of the charge has been carefully considered, and is ensured by the provision of an exhaust jacket to the induction pipe.

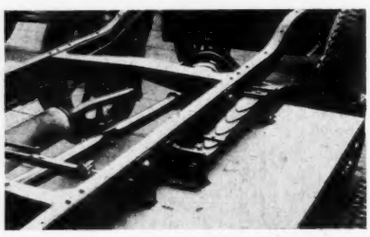
Unit construction is adopted for the engine and a three-speed gear-box, the intermediary clutch of the single plate type being provided with an easy means of adjustment as well as of lubrication. All shafts in the gear-box run on ball bearings, and there are special turbine gears to ensure adequate lubrication of the pinions and at the same time to prevent any escape of oil. At the rear end of the gear-box is mounted the speedometer drive through a pair of pinions.

THE TRANSMISSION AND BRAKES.

Immediately behind the gear-box is a spherical universal joint and the forward mounting of the torque tube which encloses the propeller shaft to the spiral bevel-driven rear axle. The rear axle itself consists of two steel pressings welded together and constructed to allow of easy withdrawal of the differential and driving gear with the road wheels in position and without previous dismantling of the axle.

STEERING AND SUSPENSION.

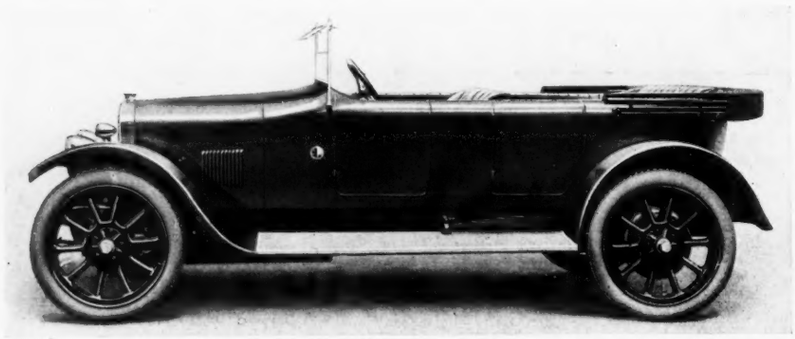
The steering is of the worm and sector pattern, and suspension is by semi-elliptic springs in front and by full cantilevers in the rear, the latter being mounted somewhat unusually, in that the central point of the springs, instead of being suspended from a bracket on the chassis frame, is mounted upon it, thus securing



The rear axle and suspension details.

a lower centre of gravity for the chassis than would be possible if the more conventional spring mounting were adopted. The suspension arrangements are completed by detachable steel artillery wheels for 815mm. by 105mm. tyres.

At the time of writing we have not had the opportunity of putting the 14 h.p. Sunbeam through its paces on the road, but a recent short test of the 16 h.p. model was sufficient to convince us that this car was endowed with a very remarkable four-cylinder power unit and, indeed, we feel very tempted to describe it as the best four-cylinder power unit that we have ever sat behind. With such a model before the public the Sunbeam Company simply could not offer anything but the very best



A COMPLETE 14 H.P. SUNBEAM TOURING CAR.

On the rear wheels are mounted drums of unusually generous size, which contain both hand and foot brakes, both of the internal expanding type. The position of the hand brake lever marks a departure from convention that may, perhaps, be open to some criticism on the score that it is different from the brake control to which most of us are accustomed. The gear lever is mounted in the ordinary position to the right of the driver, but instead of being mounted alongside of it the brake lever is pivoted some distance further back along the chassis and normally lies well forward so that to put the brake on the action required is a pulling up motion. Once a driver has become accustomed to this control we should imagine it would be excellent in every way, but there is the point that it is a departure from the feeble efforts that are being made towards standardised controls, and as such gives one cause to ponder. The brakes themselves are connected to their control levers by means of cables which incorporate compensating movements and also simple means of adjustment, that of the hand-operated drums being particularly neat and consisting of a double threaded bolt which on being turned by hand pulls together a pair of sleeves on a tubular cross member of the chassis. The brake cables pass through holes on each of these sleeves.

in the 14 h.p. car even if they are at all likely to do so, which all who know them will understand could never be the case. Truly the new 14 h.p. Sunbeam is a car that should add laurels to a name of which the wreath is already more than ordinarily leafy.

Troubles in Motordom.—II.

PNEUMATIC AND SOLID TYRE ROAD WEAR.

THE relative road damage done by pneumatic tyred and solid tyred vehicles has recently been the subject of investigation in America. A lorry equipped with pneumatic tyres and a similar vehicle equipped with solid tyres were tested over the same ground and careful records taken. The results were astonishing evidence of the comparative harmlessness of the pneumatic tyre and have led to the adoption, or at least the proposed adoption, of preferential taxation of the pneumatic tyred vehicles.

The pounding effect of horses' hoofs is often overlooked; but although the mechanically propelled vehicle is rapidly ousting the horse, there is still a very large number of horse-drawn vehicles on our roads; in fact, recent returns proved that there are as many privately owned horse drawn vehicles as private motor cars in Great Britain. Those private horse-drawn carriages only pay 15s. a year in tax, and when the new motor taxation scheme was introduced it was not considered worth while to increase the tax on any horse carriages!

FINANCE AND OVERSEAS TRADE.

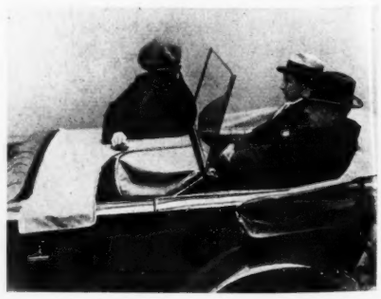
The export trade of the British motor industry was naturally reduced during the war, and it remains at a very unsatisfactory level. The excess profits duty, the labour restrictions and the expensiveness of labour costs in all our products are preventing our competition in overseas markets and are therefore tending directly to force up the price of British cars to the British public. There is a general feeling that the British motor manufacturer has not yet met the demand for a utility car. Lord Weir pointed out at the Scottish Motor Trade Association dinner that British manufacturers seem unable to forsake their individualistic policy. Multiplicity of design and undue overlapping of effort probably have much to do with the very small protective effect of the present 33⅓ per cent. import duty.

A COLLECTIVELY BUILT UTILITY CAR?

The folly of ignoring world trade in favour of home trade only is becoming more and more apparent and brings to mind a suggestion that we have often considered. Cannot the British motor industry collectively produce a medium powered, medium quality car at a really low price. It is true that we have had some rather unfortunate examples of collective enterprise. Some half a dozen firms have joined together to produce a car and in nearly every case the result has been disaster. But in no case have the circumstances been such to convert us from the belief that a motor car collectively built by the *British motor industry as a whole* would be an invaluable asset in restoring the fortunes of the British trade. If the firms of Jones, Brown, Smith and Robinson join efforts to produce a car, their ultimate success will depend in no small measure on their financial acumen, but if *all* the firms of the industry, suitably equipped for such work, were to set to work under the direction of the governing body of the industry the circumstances would be altered and the result might well be very different. The scheme is one that cannot be settled in ten minutes, but we are confident that properly attacked and sympathetically handled it would result in nothing but good.

Protecting the Rear Passengers.

AT last there is a general recognition on the part of manufacturers that, however well designed the seating may be, the rear compartment or tonneau of the open four-seater car never affords ideal travelling to its occupants. Even such a car as the 12 h.p. Swift, which probably has the most sensibly designed and most comfortable rear seat of any open touring car on the road, is provided



On the Napier the rear screen, with its apron, is both neat and effective.

by its makers with a rear windscreen. Such a fitting is an absolute necessity to the full enjoyment of motoring by occupants of a rear seat, and all credit must be given to the Lanchester Company

Austin

"Twelve" & "Twenty"

"As if She Had Been Born in Oxford Street!"

Mr. A. Lewis Hitchins, a well-known South African solicitor, lately drove his new Austin for the first time, and writes us that he was fearful (then) of the London traffic. But his letter says :

"The flexibility of the engine dispelled all the terrors of the London streets. She 'backed and filled' most beautifully, and, with the lightest touch on the steering wheel, threaded her way across and through the stream as if she had been born in Oxford Street."

Speaking of Oxford Street, the new "Austin Twenty" four-door Ranelagh Coupé shown here is ideal for shopping. It is so easy to get into and out of, and is as smart in appearance as it is powerful for the farthest touring.



THE AUSTIN MOTOR CO. Ld.
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MANCHESTER - - 130, Deansgate
And at BRUSSELS *and* LIANCOURT

THE SUPREME SUNBEAM

"The most improved Cars of 1922."

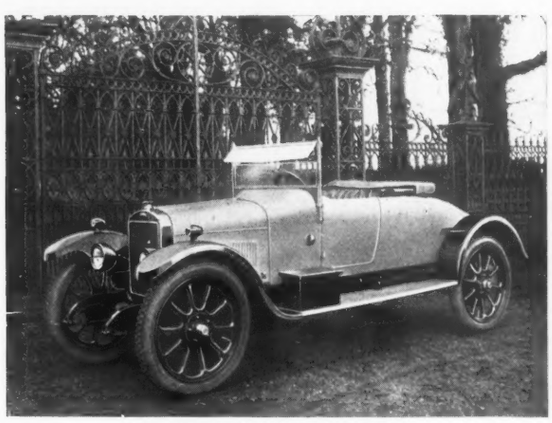
This is the considered judgment of those who have tried the present type 16/40 h.p. and 24/60 h.p.

This improvement is largely due to the entirely new OVERHEAD VALVE ENGINES with which these cars are now fitted.

The engine of the new 14 h.p. Sunbeam is very similar, and the range of three 1922 models evinces exceptional progress upon individual lines.

PRESS OPINION:

"One of England's finest cars, the Sunbeam stands out from other models by reason of its clean design, attractive lines, and silent power on the road." *The Scotsman, Jan. 28th, 1922.*



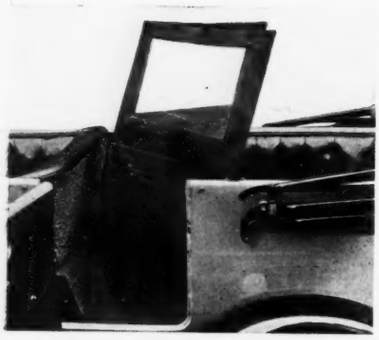
THE NEW 14 H.P. 2-SEATER MODEL.
Completely equipped and ready for the road, £725.

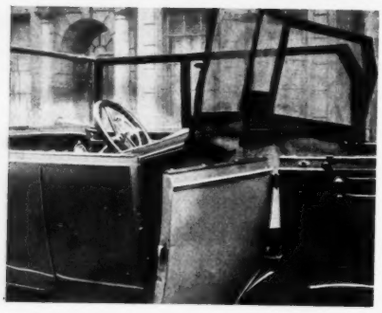
LIST OF MODELS AND PRICES.

14 h.p. chassis	£575
14 h.p. 4-seater	£725
14 h.p. 2-seater	£725
16/40 h.p. chassis	£750
16/40 h.p. 5-seater touring car ...	£960
16/40 h.p. 4-seater light touring car ...	£960
16/40 h.p. Limousine Landaulette ...	£1,300
16/40 h.p. All Weather Car	£1,085
24/60 h.p. chassis (for open cars) ...	£1,025
24/60 h.p. chassis, long wheelbase (for closed cars)	£1,050
24/60 h.p. 5-seater touring car ...	£1,295
24/60 h.p. 4-seater light touring car ...	£1,295
24/60 h.p. Limousine Landaulette ...	£1,625
24/60 h.p. All Weather Car	£1,420
24/60 h.p. Saloon	£1,650

THE SUNBEAM MOTOR CAR COMPANY LTD.
LONDON SHOWROOMS - 12, PRINCES STREET, HANOVER SQUARE, W.1
MANCHESTER SHOWROOMS - - - - - - - - 106, DEANSGATE
Southern Service and Repair Works - - - - 177, The Vale, Acton, London, W.3
Export Dept. - - - - - - 12, Princes Street, Hanover Square, London, W.1
HEAD OFFICE & WORKS - - - WOLVERHAMPTON
And at NEW YORK

SUNBEAM-COATALEN AIRCRAFT ENGINES, 100-1000 H.P.



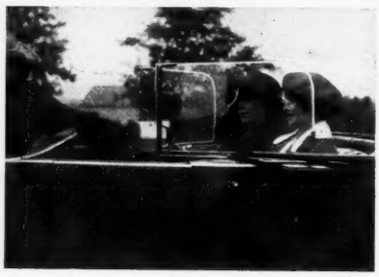


TWO EXAMPLES OF NEW REAR WINDSCREENS.

The upper one is a standard fitting to the 12 h.p. Swift car, and is unique in that it may be used also as a side curtain (like the one shown erected on the off-side of the car). That in the lower illustration is a Portland, and can be fitted to any existing car.

who pioneered the fitting as a standard; to those rear screen manufacturers who have done their best to provide, at moderate cost, a screen that can be fitted to any car; and to those car makers who, realising that the average modern passenger will no longer put up with discomfort, have set to work to make good a sad deficiency. Of the rear screen fittings supplied as standard with any car we consider that the palm should be given to that on the 12 h.p. Swift and that on the 15.9 h.p. Humber. In the case of the Swift the rear screen may be used as a side curtain, and this car can be used with a side curtain erected at either side of the body, with or without the hood erected—in the former case obviously being converted into an "all-weather" car. Alternatively the side curtain may be used as a rear windscreen, and the illustration shows one side curtain in its position as such and the other in position as a rear windscreen.

In the case of the 15.9 h.p. Humber the arrangement is what we consider ideal, although it is inevitably somewhat expensive. It consists of a hinged scuttle coming well over the passenger's knees and having at its rearmost edge a pair of independent screens. On looking at these two screens one is compelled to ask, "But does not the draught come between them, and do not the screens defeat their own object by creating back draught?" For ourselves, we have not yet had an opportunity of putting these windscreens to personal test, but we have it on excellent authority that the apparent and expected limitations are conspicuously absent.



The Arrol-Johnston rear windscreen is opened by sliding each panel along a "guide" rod, and is exceptionally strong and rigid.

In the matter of windscreens that may be fitted to any car the Widney Portland has the merit of lightness and low cost. Its simplicity and method of fitting are well shown by the illustration. Access to the rear seat is obtained, as in the case of the Swift screen, by swinging either panel on the central pivot at the back of the front seat of the car. When the passengers are seated a quickly operated clip holds each half of the screen rigidly in position for travelling.

PHOTOGRAPHS OF RAPSON HEADLIGHTS.

IN the issue dated February 4th we published two illustrations showing the Rapson dipping headlights in use on the road at night time. In reply to several correspondents we are taking this opportunity of pointing out that these photographs were in no way faked, or even retouched.

ITEMS.

Unauthorised Speed Limit Signs.—Recently while passing through Newport, Salop, an official of the Automobile Association noticed that ten mile speed limit signs had been erected on all approaches to the town. Upon enquiry it was ascertained that these were entirely unauthorised. The Association at once took the matter up with the authorities concerned and the signs have now been removed.

London Garage Accommodation.—Complaints have been numerous of late regarding the lack of garage accommodation in London especially in the West End, and to meet the constant and growing demand for storage space the British Motor Trading Corporation, Limited, have adapted their premises at 4A, Cambridge Street, W. Garage room for over 200 cars is provided, and facilities for washing and polishing are available. The premises are situated near the Marble Arch.



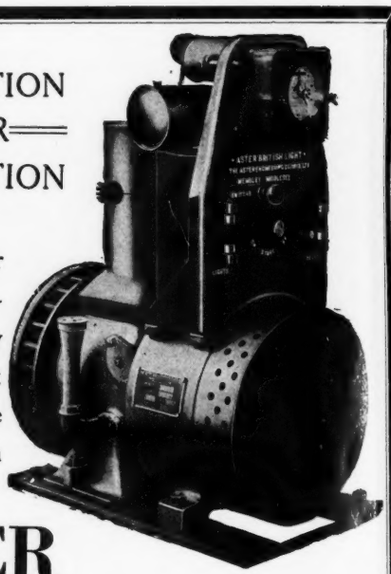
THIS new easy-to-open 'Nugget' tin contains the finest Boot Polish in the world. The tin has been specially designed for easy opening and the perfect keeping of the polish.

To open—simply lay the tin down flat, lid upwards. Strike the top edge of the lid ***very hard*** all round with the back of the brush. The lid will expand and lift off easily. No. 815.

Did you 'Nugget' your Boots this morning?

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WE ALSO MANUFACTURE OTHER SIZES SUITABLE FOR 75, 100, 150 and 250 LIGHT INSTALLATIONS.

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extend to all Interested in the Development of Up-to-date, Artistic and Labour-minimising Homes, an Invitation to a Remarkable Exhibit revealing the wonderful possibilities in this direction opened up by Modern Home-building science

'MODERN HOMES'

The Exhibition is extremely comprehensive, showing every detail of the Modern Home worked out and clearly demonstrating how much can be done in making a Home Convenient and Beautiful without necessitating excessive outlay

HARRODS GREAT NEW EXHIBITION

THE Exhibition, while serving the general purpose outlined above, is also intended to show in particular the scope and possibilities of the various Inexpensive Furnishing Schemes which Harrods undertake. It is safe to say that many visitors will be absolutely astounded at the effect that can be achieved at no more than quite nominal cost. The Homes shown are in every sense of the word Modern, contributing equally to rest of body and ease of mind, catering as much for the æsthetic as for the practical sense. The Exhibition centres round a spacious Palm Lounge, where visitors may meet their friends or sit in comfort and take their notes. To those who find it absolutely impracticable to come to Harrods a copy of Harrods superbly-produced book 'Modern Homes' will be sent free on request.



The Palm Lounge, Harrods 'Modern Homes' Exhibition.

HARRODS LTD (*Woodman Burbidge, Managing Director*) **LONDON S W 1**



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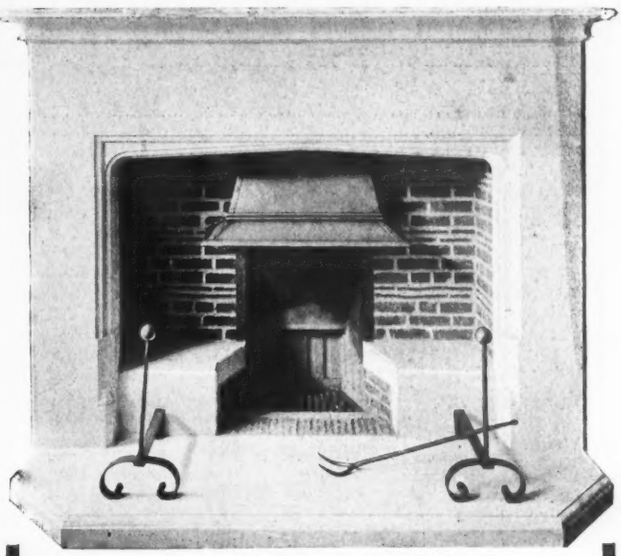
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COACHBUILDERS AND MOTOR CARS

THE calling of a coachbuilder is a palpably romantic one. All those who have left in them anything of the child know that there are few things more romantic than a coach, whether it be that of Cinderella or the great travelling carriage of Napoleon at Madame Tussaud's. About a motor car, on the other hand, there seems at first sight to be but little romance. The present writer—he may as well confess it at once—knows little about motor cars and has none of that love of machinery that makes some people endlessly happy. When, therefore, he went to spend a long morning at Barker's, first in their showrooms in South Audley Street and afterwards at their works in Shepherd's Bush, he did not in the least expect to feel the ancient thrill of Cinderella and Napoleon. That, in fact, he did feel it is not to his credit but to that of the coachbuilders who, though they now build cars instead of chariots, have transferred from the old work to the new, not only the perfect craftsmanship born of more than 200 years' experience, but the colour and the beauty and the indefinable fascination.

There is, too, something more of which anyone must be conscious who pays a similar visit. There is not only the artistic pleasure that comes from seeing the work of a true artist. There is also the quiet but intense satisfaction that is given by the work of a true workman, the pleasure of seeing a piece of work, whether big or small, done as thoroughly as it can be done. It is this feeling that one experiences particularly at Shepherd's Bush. Some of the best work, the most beautifully exact and careful joining, for instance, will, in the complete car, be hidden behind leather or upholstery. It can only be seen when the car is a skeleton as yet unclothed. But it is this concealed goodness of workmanship that is going to make all the difference in the world to those who go driving in that car. We all know the difference between gliding along the road in luxurious silence, and suffering, not in silence, in a creaking "rattle-trap." It is the work of the skilful and conscientious coachbuilder that makes that difference.

Barkers began to build in 1710. They built the vast chariots which would last more than a lifetime and transport a whole noble family upon its periodical family journeys. They built also the Barker brougham, for which they were especially famous, and the mail phaetons and sociables and other carriages, the names of which are now seldom heard, although, incidentally, the Queen to-day sometimes goes out in a sociable. They build them still. They built a Royal coach in 1912 and there are now in the Royal Mews about eighteen carriages of their making, but they have also kept abreast of the times and are busier than ever they were on the carriage work of motor cars. To-day in South Audley Street we see the meeting of the old and the new, for on the walls hang some of the coats of arms that once adorned the panels of their patrons' carriages, including those of the Duke of Wellington.

They look down wonderingly upon the modern giants of the road, and very fascinating these giants are, whether we look generally at the colour and sheen and graceful lines of them or at the endless examples of ingenuity and finish in the details. This one point of colour must not be too lightly dismissed. Whatever the colour, the car must have from sixteen to eighteen coats of paint and four coats of varnish before it appears on the road in all its glory. As to the precise shade artists are called into conference. There is a particular shade of blue, of which a good many examples may now be seen, that was designed by a well known Greek artist. Then there is the delicate grey, called "Grecian grey," though not as one might suppose because the Greek artist invented it, and there is a pretty soft red with nothing of garishness in it. There is, in short, anything that the car's owner can want. In that last sentence is to be found, no doubt, the cause of some of the charm that these cars possess. They are distinctive because each one of them represents to some extent the individual taste of its future owner, and so the coachbuilders are modest enough to say that some of the credit of their work belongs to their customers.

As to the inside fittings they are of goatskin and of calf and of kid and of Bedford cord. There is even at South Audley Street one car in which the seats and cushions are covered with tapestry. As to the devices of different sorts they are as numerous as they are engaging. There is, for example, the concealed armrest which has something of the same attraction as a secret drawer in a bureau or a sliding panel in a wainscot. It seems to come out of nowhere at our bidding and divides the back seat into two compartments. Then there is the winding window which has superseded the tiresome strap, reminiscent of railway carriages. We merely wind a silvery handle and the window climbs silently out of its slot. We stop winding and it stays where we tell it, and that with never a rattle. The whole length of the partition between the driver and passengers now often consists of one big window which can thus be wound up or down to any desired point. Then, again, there are back seats which suddenly appear from what we believed to be cabinets of walnut wood. There are racks for sticks and umbrellas and cupboards and ash-trays, and there is a Dictograph. The passenger first presses a button, which calls the driver's attention by a gentle hooting, and then talks to him easily and quietly without the troubles of a speaking tube. Outside we notice the dipping head-lamps that can be lowered so as not to dazzle those meeting the car. The lamps have concealed cables, and there is no loose cable hanging out. On some of the cars there are, in addition, quaint little old-fashioned carriage lamps by the driver's seat, now very popular in Paris. We saw one pair of blue ones adorned with silver stars that were quite worthy to take Cinderella to the ball.

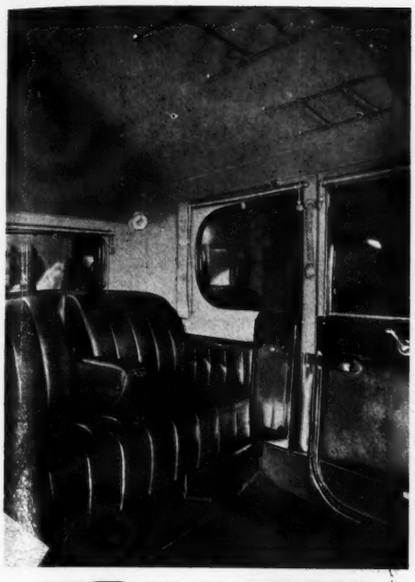
Of these devices some belong more peculiarly to one type of car, some to another, and these types are very distinct. There is the big saloon limousine that gives the impression of comfortable middle age well protected from the weather. It is quite a different thing from the torpedo, long, lean and rakish, the car of the young and dashing, open to the winds and ready to cut through them at almost any number of miles an hour. All these different cars and all these devices (it would be unfair to call them "gadgets," for they mean the perfection of comfortable travelling) may sound, in description, unduly gorgeous, but that, in fact, is just what they are not. There is the greatest possible economy of colours. Beadings and lacings have been reduced to a minimum; a severe simplicity reigns. "The plainer the job," said one who showed us round, "the better the man must be to do it." It is a fine motto for an artist.

When we had feasted our eyes long enough on the finished article, we went to the works to see it in the making. Here one of the most impressive things of all is the store in which are kept all the various things that are necessary to the making of a car—all the screws and staples and rivets, hundreds of them, and all the different rolls of leathers and cloth, the carpets that you tread upon and the springs you sit upon and lean against (two big layers of springs go to a single cushion), and the oil linen that goes under the leather to keep the wet out, and all the paints and the varnishes and Heaven knows what beside. All these things, moreover, and the shops wherein they are being put together have got to be kept warm for the sake of the precious, essential joints. Nor must I forget outside the big stacks of timber, of which no piece will be used till it is at least seven years old.

In a rash moment I asked through how many hands the car passed from beginning to end. My own hand ached with writing down the answer. Here, at any rate, are just a few of those who play in turn their appointed parts: the marker-out, the sawyer, the planing-machinist, the bodymaker, the spindle-hand, the metal beater, the panel beater, the smith, the mounter, the wing maker, the painter, the upholsterer, the beader, the polisher, and at long last the finisher, who assembles all the different parts for the road. Then when the body is fixed on the chassis and all the accessories fitted, the car is very carefully tested on the road by a fifty mile run or so to see that all is perfect. This testing is regarded as extremely important and may save a great deal of trouble in sending the car backwards and forwards between the works and the customer. Even when I have enumerated all these people I have certainly left out at least two important ones, the electrician and the windscreen maker, and I have not done full justice to the painter, who has several separate and distinct innings. The names of some of these functionaries are mysterious. Others more or less explain themselves, such as that of the panel beater, whom we watched hand-hammering to exactly the right curve a big sheet of aluminium. The war has depleted the world's stock of timber, and to-day aluminium is used for all the panel work.

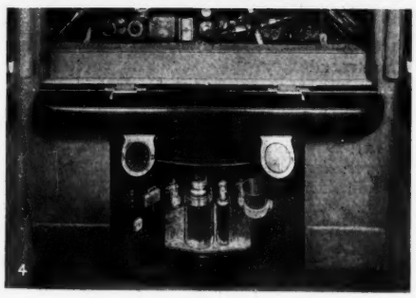
Anyone who really understood the coachbuilder's art could stay spell-bound at Shepherd's Bush for hours and carry away much definite learning. Those who do not can only retain a general impression. A few pictures stand out distinctly in my memory. One is of the cars in various stages of painting and varnishing standing waiting for the next process. They looked already so spick and span. Surely they *must* be ready, I thought, only to be told that these had goodness knows how many coats yet to come. Another is of our kind guide showing us samples of all the different leathers and cloths with which a car might be fitted, and pointing out how one felt a little warmer, one a little softer and so on. Finally, he produced a rather shiny, chilly-looking piece of green leather and, turning to one of us, the owner of an excellent but no longer new car, said, "And this is what *you* sit on, Mr. So-and-So."

A third and last impression is that of being shown a whole series of exquisitely neat joints and hinges, and of trying, quite vainly, to understand them. But whether or not the details were intelligible, the main point was perfectly plain, namely, that there was nothing, however small and however unlikely to be seen, that did not have lavished on it treasures of conscientiousness. There was such an infectious enthusiasm for good workmanship; such a scorn of anything scamped; such a feeling that each individual man believed the reputation of the firm to be in his hands. If any single thing were ever to rattle that sound would haunt the man who made it like a reproachful ghost.









BARKER COACHWORK

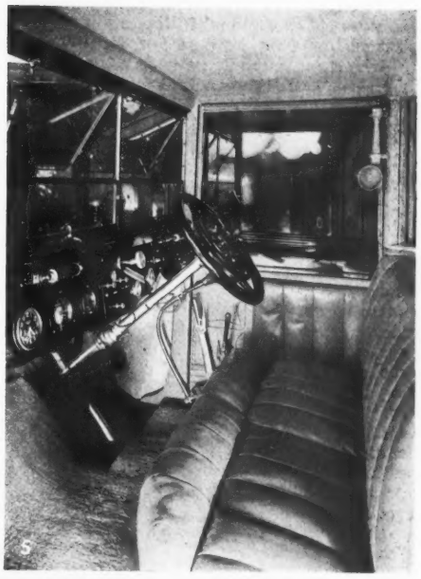
1.—Concealed folding-type arm rest, folding flush when out of use.

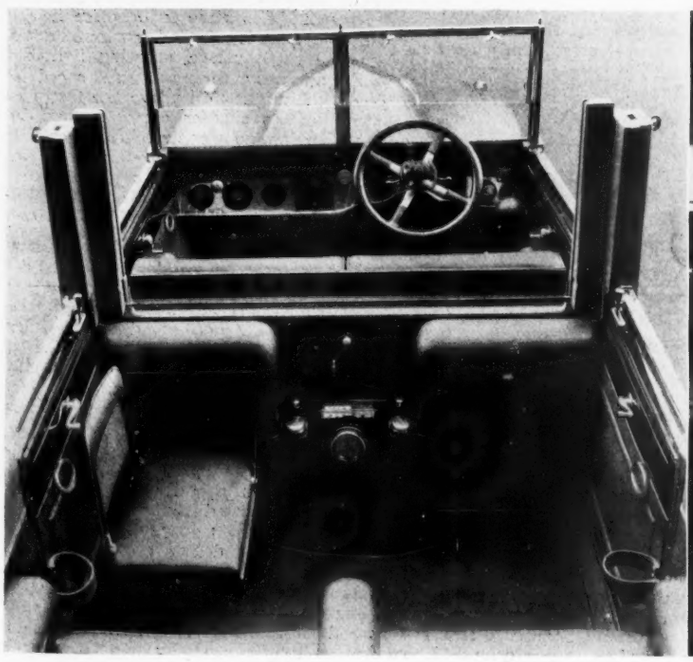
2.—Wedge-type arm rest, which is pushed in between the cushions of the main seat and can be taken away when not required. Observe the flush-fitting model Dictograph below the quarter window. (Barker demonstration car.)

3.—Limousine interior, upholstered in hand-made *petit-point* tapestry.

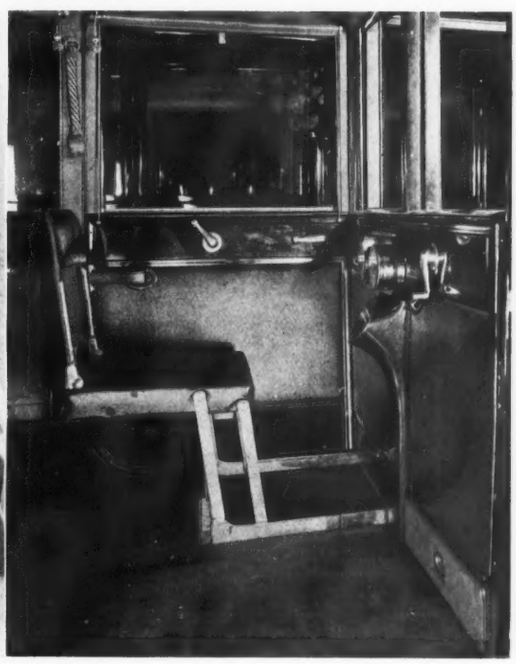
4.—Cupboard and stick and umbrella tray behind the driving seats in H.R.H. the Prince of Wales' new enclosed cabriolet. Observe the flush-fitting clock and speedometer.

5.—The driving seat of an enclosed limousine. Note the polished facia board with flush-fitting instruments, the four-panel windscreen, and the receiver of the Dictograph.

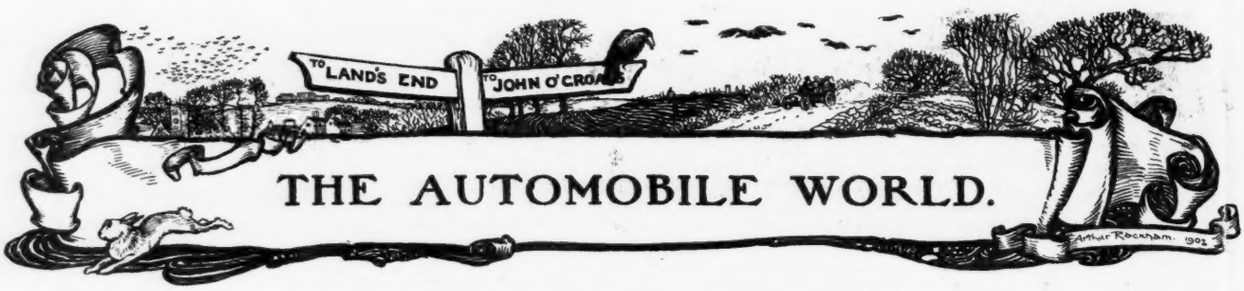




6.—An enclosed cabriolet with the "head" lowered. The emergency seats are of the concealed "link" type. All windows are fitted with mechanical lifters, the handles of which can be seen in the illustration.



7.—Interior of a limousine, showing the new Barker patent extra seat, which, when out of use, folds down and slides under the driving seats.



AVERAGE SPEED

WHEREVER and whenever motorists foregather the performances of some of their cars are an inevitable topic of discussion. The man who owns a 15.9 h.p. car will tell with zest how he has covered 35 miles in the hour. The owner of a Napier or a Lanchester will try to go one better—will make it 40—and then up steps the young blood with a 10 h.p. racer who will say that he has done Newbury to Bath, which is 53 miles, in only five or six minutes over the hour. This ought to put an end to the argument, but it seldom does, because everyone who has driven for more than a fortnight on British roads knows that fifty miles in the hour is not a wonderful achievement, it is simply an impossibility.

WHAT IS A FAIR AVERAGE SPEED OVER A TYPICAL BRITISH ROAD?

The answer depends, of course, on the conditions obtaining at the time the run is made, on the car on which it is done, and, more than all, on the driver. From London to Portsmouth (72 miles) in two hours would be a remarkable achievement on any car. The road is easy, is singularly free from dangerous turns and contains not a hill that will bring a really good car from off its top gear. But first of all there are fifteen miles of continual traffic, then come the dangerous police area of Surrey and the towns of Guildford, Godalming and Petersfield, all of which need careful negotiation, and before getting into Portsmouth proper there are some four or five miles of difficult traffic. To accomplish such a run in such a time the car must be capable of at least 65 m.p.h., and must be called upon to maintain this speed over many long stretches, a performance to which British roads are not suited and which they put definitely beyond the pale of possibility. On the Bath road a similar distance in the same time could be covered by a good car with comparative ease. We have met many drivers who claim to have ridden from Reading to Bath in less than two hours, the distance being a round 70 miles, *via* Devizes and Melksham, and we can quite believe the claim. In Norfolk and Cambridgeshire even higher speeds may be averaged. In many parts of Devon 20 miles in the hour is the most that one can possibly hope for, and the same applies to travelling on many Scottish roads. So much, then, for the bearing of road conditions on the question of average speed. Let us consider the driving next.

DRIVERS—AND DRIVERS.

Now drivers vary even more than the vehicles that they handle. The reckless, devil-may-care man who every time he goes on the road does something that brings motoring and motorists into general disrepute is seldom the fastest driver. He may bluster along, he may take unnecessary risks, and his career may be a series of hairbreadth escapes. His passengers are dominated throughout by two impressions—the first, that every moment will certainly be their last; the second, that no vehicle has equalled their speed on the road; and yet at the journey's end the average seems anything but impressive. It is strange, but all who do any considerable amount of travelling must have noticed it at some time or another.

THE IDEAL DRIVER.

Then there is the really skilled driver who takes full advantage of his opportunities, but never attempts to make opportunities out of impossible material, or rather impossible circumstances On a good open stretch of road, free from cross roads, he knows how to get the last ounce out of his car, and if the road be hilly his well timed use of the gear and brake lever will enable him to put up a much better time than many another man driving a more powerful and even faster car. He takes his time and he exercises ample precaution in negotiating villages and towns. Perfectly at his ease always, he is ready and capable to seize the first opportunity of making up for lost time. He realises that some delays are inevitable, and, instead of making them worse by hopeless blustering, he turns them almost to good advantage by giving his engine and his tyres the chance of a cooling rest.

"THE PLODDER."

Then there is the man who may be called the "pegging-away" driver. He sets himself to adhere to a moderate speed up hill and down dale, and it is astonishing what a good average can be obtained by careful adherence to this principle. I remember that one of the best runs I have ever done was one on which I never fell below 24 m.p.h. and never exceeded 28 m.p.h. The average was quite an astonishing one for the distance, and in subsequent journeys over the same ground when my speedometer frequently showed 45 m.p.h. the total time was appreciably none the better. This is a fact, although certainly an astonishing one.

AN ILLUMINATING EXAMPLE.

As I said at the beginning of this note, the question of average speed over long distances is a favourite one for discussion in motoring circles and many times has it been thrashed out in print. About a year ago a very good example of the difficulty, due to road conditions, of maintaining an average so high as 30 m.p.h. was given in the *Motor Owner*, and I think I cannot do better than quote some figures given on that occasion. The road from A to B was 30 miles in length, including two up grades of 1 in 8 and 1 in 7, with corresponding declines, each being a mile long. In addition, there were several stretches made up of acute bends and other obstructions, making eight miles in all. In a word, it was a fairly typical thirty miles of English highway; eighteen of it consisted of straight-away level stretches; twelve were such as to demand reduced speed.

Assuming the maximum speed of the car to be 50 m.p.h., the time required for covering the distance would be divided up as follows:—Starting away with a straight stretch of seven miles, the car, on its top speed, would take 8.4mins. for the stretch; at 20 m.p.h. the first hill would occupy 3mins., the descent at, say, 40 m.p.h., would take 1.5mins. At 18 m.p.h. the second hill would take 3.33mins., the descent taking the same time as before, 1.5mins; the twisty portion keeps the speed down to 15 m.p.h., thus taking 30mins. The final eight miles, covered at 50 m.p.h., would take 9.6mins. Thus 59.33mins. have been taken in covering twenty-seven miles, and two-thirds of a minute remain for the last three miles!

THE PART PLAYED BY THE CAR.

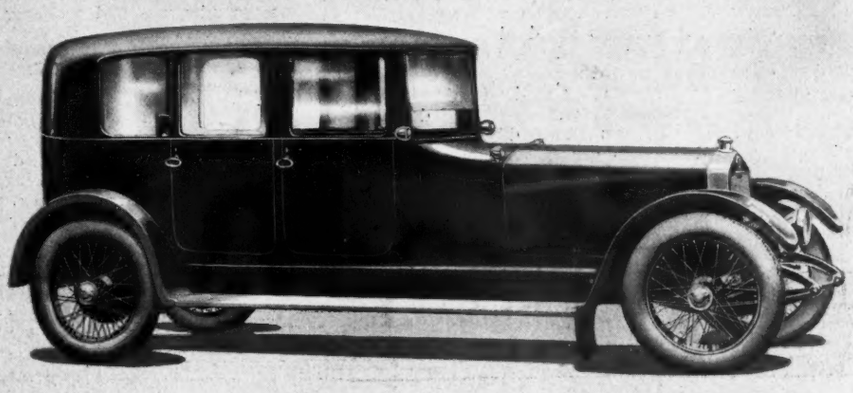
Then there is the question of the car. It is difficult to say which of the three is the more important and, perhaps it would be safest to decide that, under certain circumstances the road condition matters most; under others the skill of the driver and under others, yet again, the capacity of the car. The speed capacity of a car, on a long run, depends much less than one might imagine on its *maximum* speed capacity. Take as an extreme instance a racing car specially tuned for Brooklands and capable of, say, 100 m.p.h. The engine of that car has very little flexibility and its brakes are anything but extraordinary in their efficiency. On a typical cross country run I should be very surprised to see that car exceed 50 m.p.h., assuming its driver to be of the quality and experience that one usually associates with Brooklands. He knows perfectly well that he must have his car always under his control; he also knows that if he exceeds 50 the necessary margin of safety in the matter of control may be exceeded. On the other hand, when the exigencies of traffic or the shape of the road demands a drastic reduction in speed to, say, 15 m.p.h., it is some time before he can get up even to his limited maximum again. On the same run a sporting light car, with an absolute maximum speed of 60 m.p.h., might well prove the faster by virtue of its simpler control. Provided that there are no long stretches of perfectly safe and open highway it might quite well leave the racing monster far behind.

USEFUL AND ULTIMATE SPEED.

From the point of view of the ordinary private owner car speed may be divided into two kinds, useful and ultimate, and of these the former is by far the most important. Ultimate speed may be taken as the maximum speed of which the car is capable under ideal conditions, say, on Brooklands Track. But such conditions are seldom found on an ordinary run, and so the driver soon discovers what is the maximum useful speed of his car. The average private car, in fair condition, will send its speedometer round to 45 m.p.h. without difficulty. A fairly good car will record its 50 m.p.h., but anyone who has travelled in a motor car understands that every mile after 45 m.p.h. takes much more getting than any two before it. It is common enough to see a speedometer needle work round steadily from 20 to 40 m.p.h. From 40 to 45 m.p.h. the progress is much slower; from 45 to 50 m.p.h. it is slower still, and on a normal car every mile after 50 m.p.h. requires a struggle to get.

Character

AMONG cars of true character the Lanchester "Forty" holds an enviable position. It is the latest in the long line of successful Lanchester Cars and exemplifies the supreme achievement of modern automobile engineering. In appearance there is no more elegant Car in the World, and to drive it and experience its wonderful power and flexibility is to realize to the full the extreme pleasure of Motoring-de-Luxe.
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The Lanchester "Forty"

Getting each one of these extra miles requires time, and here we have the crux of the situation because that time is seldom available. We will assume that on a good car the speedometer has readily climbed to 50 and the feel of the engine suggests that it will climb still higher if only it has time; but when such time is necessary, traffic, the sight of a cross road, a bend in the road that is being followed, an ascent or a descent means a reduction in speed, and so it comes about that the highest *useful* speed of the car is 50 m.p.h., although its *ultimate* speed, could we but have enjoyed it, might have been 55 m.p.h.

ACCELERATION AND DECELERATION.

Therefore, the time required by a car in attaining its maximum speed is often more important than the figure of that speed itself. To take a pair of purely hypothetical cases, a car that will send its speedometer to 40 m.p.h. steadily and without hesitation and will require much time to climb up to 50, will obviously be a slower car than the one that will send its speedometer straight to 50 m.p.h., even although the first may, under favourable conditions, attain 55 m.p.h., while the second may never get beyond 52 or 53 m.p.h.

Hardly less important than the accelerating powers of the car are its powers of deceleration—in other words, the efficiency of its brakes. The maximum speed that a capable driver dares to attain on the road is limited by the distance in which he can pull up his car to a standstill, and so some of the French sporting light cars with high acceleration engines and four wheel brakes, prove faster than other cars, that may have an advantage of 10, or even 20 m.p.h., in the ultimate speed.

We are now in a position to determine which may be the fastest car on a typical cross country run, and what speeds may reasonably be expected from various classes of cars. We have seen that the fastest average speed car is the one that attains, in the least time, the highest speed that the road at any particular moment renders permissible. Whether the engine of that car is capable of pulling it at a higher speed or not matters not at all. Besides being able to attain what may be called a maximum road speed rapidly, the car must be under perfect control, because throughout we are assuming that whatever performances are made they are made without inconvenience to other road users or to the occupants of the car.

(*To be continued.*)

THE APPEAL OF THE SPORTING LIGHT CAR

A CLASS of car that has attained much popularity during the last two years is the light car of the sporting type. Its description is somewhat unfortunate because it is apt to frighten away many prospective customers. The man who wants a car for all round use is naturally inclined to consider a "sporting car" quite unsuitable for his purpose, but really a light car of this kind has certain distinctive features that make it a vehicle of many wide appeals.

Firstly, what is a sporting light car? The term is loosely applied by most manufacturers to a model in their catalogue supposed to be capable of higher speed than any other. The general features of the chassis are similar to those of the standard production, that is to say, the engine has the same bore and stroke and its over-all appearance is the same, the gear-box gives the same number of ratios, sometimes, but not invariably, the back axle has a higher gear ratio, but is otherwise the same as standard. The suspension, the steering and other chassis details are the same and sometimes, indeed, the chassis of the sporting model is identical in all respects with that of the standard.

Always the body is different; its differences being such as to ensure a considerable reduction in weight and in the case of the genuine sporting model, an even greater reduction in wind resistance. Thus it comes about that the accommodation offered by the sporting car is smaller than that offered by the standard production of the same manufacturer. On the original sporting models this economy in space was carried to absurd lengths, or, more accurately, was reduced to absurd widths. Two normal sized passengers could squeeze themselves into the car only with difficulty. Generally the boot offered a certain limited luggage accommodation, but for a tour or anything like an extended run the sporting light car body was an impossible proposition. Now the limitations imposed by using a body of this type have been recognised and whereas the sporting two-seater is not quite so roomy as the standard, it is wide enough to accommodate two normal sized passengers in comfort, and generally its leg-room is actually greater than that offered by the standard model. Almost always the weather protection offered by the body itself is better than that offered by the standard because, in accordance with the general desire to lessen wind resistance, the seats are lower in the body and a similar desire to improve stream-lining brings the windscreen nearer to the passengers than is usual. True, the screen itself is smaller than the standard, but the height of a windscreen in itself has little to do with its efficiency. What does matter is the relation of the windscreen to the passengers it protects, and so it comes about that a small screen on a sporting body can and often does mean better protection to the passengers than an ordinary screen on an ordinary body. Sometimes the weight reduction idea is carried to absurd lengths and the hood of the body is entirely inadequate, but this is by no means an unavoidable failing and a sporting light car can be provided with a hood that shall be just as adequate and as generous in its protection as any other.

STREAM-LINING.

The modern sporting light car body always shows some efforts towards stream-lining on the part of its designer, that is to say, the widest part of the body occurs in the neighbourhood of the seating, and rearwards it is tapered away to a point. It was only when aeroplanes were made in



A "SPORTING LIGHT CAR" IN THE SNOW.

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quantity and when speed became a vital consideration, that the true principles of stream-lining were discovered, or at least were discovered and applied successfully. A blunt nose and a sharp tail make the ideal wind-cutting shape. A sharp point forwards and a blunt part aft is the very worst shape that can be used for lessening wind resistance. But when a light car is sold simply as a sporting model, without any definite intention of being used for serious racing work, the stream-lining of its body is seldom more than a high sounding name applied to a means of securing pleasing over-all lines.

The symmetry of stream-lining means that the car to which it is applied, however imperfectly, shall present very smooth and attractive lines to the eye, but from the point of view of strict efficiency, stream-lining is useless unless it is complete. Moreover, it has little effect on the behaviour of the car until speeds in excess of some sixty-five or seventy m.p.h. are attained. Therefore, from the point of view of the ordinary user it matters little or not at all whether the stream-lining of his sporting two-seater is technically perfect or not. If one calls to mind cars like the Morris, the A.C. and the Hillman sporting models the point is well illustrated.

HOW PERFORMANCE IS IMPROVED.

Obviously it takes more than a lightened body to make any material difference to the speed capacity of a car, for weight affects hill climbing far more than performance on the level. In the case of the sporting model that is properly and conscientiously designed as such, the chassis is lightened quite as much as the body. The reciprocating parts of the engine especially are reduced in weight to that minimum beyond which further reduction would be dangerous. Often the compression of the engine is raised, the camshaft has special contours and, most important of all, the oil sump and the lubricating system are increased in capacity. All this means that the speed of the engine is enormously increased; whereas 2,000 r.p.m. is a very fair speed for an ordinary engine, the sporting engine frequently turns over at 3,500 or in extreme cases 4,000 r.p.m. without difficulty.

It depends on the modification and tuning that the engine has undergone whether the raising of the back axle ratio will mean an improvement in the speed capacity of the car, or not. Many a designer seeking for a few extra miles an hour by the raising of a back axle ratio has found that instead of gaining, he has actually lost. The extra speed of a sporting car can be most satisfactorily and most readily obtained by increasing the speed of its engine, but it is no good increasing the speed of an engine if the opportunity to take advantage of that increase is taken away by abnormally increasing the load by a higher back axle gear ratio. This is a lesson that has now been well learnt, but which took a long time to sink into the minds of many eager seekers after speed.

ALUMINIUM BODIES.

Here we have the essentials of the sporting light car. There are other incidentals that are adopted almost but not quite universally and which have come to be regarded in some quarters quite mistakenly as essentials to the sporting type of car. Thus there is the polished aluminium body. Aluminium is a very light metal and is extensively used in the construction of the sporting light car chassis and is often employed for the engine pistons, but as a body material its use is quite avoidable. When polished it looks very smart, but it is very expensive and one sporting light car, to wit, the Deemster, avoids the aluminium bogey in its bodywork entirely.

THE PERFORMANCE OF THE SPORTING CAR.

As to exactly what improvements in performance may be expected from the sporting car as compared with the standard model by the same maker, much depends on circumstances. In the hands of an owner who takes the car as it is sold to him and whose inclinations do not lie in the way of tuning, an increase of about 10 per cent. or 15 per cent. in the way of maximum speed is a fair average. It used to be a common claim for makers to put forward that their sporting models were capable of 60 m.p.h., but that claim backed by any sound guarantee is now seldom heard. In the matter of speed alone the attractions of the sporting light car lie in not so much what it can do as what it can be made to do by an ingenious and careful owner. When he buys a sporting model, the owner acquires very promising material; it is up to him to make the best of this promise, and so it comes about that the performance of sporting cars of the same make varies enormously. One owner will take much trouble to improve his car, the other will be satisfied with it as it is.

FUEL CONSUMPTION AND TYRE WEAR.

Speed for speed, the sporting model will be lighter on fuel and tyres than the standard by virtue of its lower weight, but in the hands of the average user who is genuinely anxious to take advantage of the extra capacity of his car the fuel consumption is generally higher and the tyre life shorter. The carburettor fitted is of larger size with a larger jet than is usual, but if the owner be content to sacrifice a certain amount of the extra performance that he buys with the sporting model he may fit a smaller jet to the carburettor and thus reduce his fuel consumption materially. An 11 h.p. car that, in its standard form, driven at ordinary touring speeds, will do 35 m.p.g., should, in its sporting form and driven at the same speeds, do anything between 37 m.p.g. and 40 m.p.g.; but driven at the 10 per cent. or 15 per cent. increased speed, which we have assumed as being within its capacity, the fuel consumption may well drop to 30 m.p.g. and in extreme cases to 25 m.p.g. In the matter of tyre life, we have been running a set of Dunlop Magnums on a sporting light car that has normally been driven so hard that, in spite of its 10.5 h.p. engine, its fuel consumption has hovered between the 23 m.p.g. and 26 m.p.g. marks. At 3,000 miles one of the tyres developed a split across the side of the tread, another one was worn through at 6,500 miles, the remaining three are still going strong after 7,000 miles, which is a remarkably good performance and speaks well for the quality of the tyres.

WHERE THE SPORTING CAR SCORES.

Where the sporting light car scores is in its capacity for *high average* speeds. There are very few standard cars of anything up to 30 h.p. that can hope to compete successfully with the sporting light car in the hands of the experienced driver. Conceivably, although not probably, the 30 h.p. car may be faster in a short speed burst or on a long run on a perfectly straight stretch of road, but on an ordinary cross-country run the small car should always prove the victor. Its lightness gives it exceptional powers of



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both acceleration and deceleration. It generally shines brilliantly on corner work, and its light weight again enables it to leave standing almost anything on hills. A four-speed gear-box is a great asset to a sporting light car, and when fitted it combines with the "revving" capacity of the engine to give the car a speed that many users of big cars will not believe until they have experienced it. Taking a conservative and modest estimate, the performance of the sporting 10 h.p. car equals that of the ordinary touring car of from 16 h.p. to 25 h.p.

RUNNING COSTS.

As compared with the higher powered touring car in the matter of running costs, the tax is approximately half, depending of course on the actual rating of each. The average tax of the light car is £11; £20 may be taken as the average tax of the cars that are rated between 15 h.p. and 25 h.p. The fuel consumption shows a gain of about 25 per cent. in favour of the smaller car; the oil consumption shows very little choice between the two; the tyre bill shows a saving of about 75 per cent. in favour of the small car; general repairs and maintenance will show a saving of about 10 per cent. in favour of the bigger vehicle. Thus, on the whole, the sporting light car scores very heavily, but it has certain limitations that it would be unfair to omit.

THE LIMITATIONS OF THE SPORTING LIGHT CAR.

These are primarily that a highly tuned engine needs more looking after than one that boasts of only a medium efficiency. A 20 h.p. engine has a generous reserve of power due to its large size, which means that it will perform quite satisfactorily when in anything but the best of condition. By virtue of the very fact that it is tuned to the highest pitch, the high efficiency light car engine can afford to sacrifice very little of its tune without a great loss in performance. A faulty sparking plug may easily mean a loss of 10 m.p.h., and the high efficiency engine is particularly exacting on plugs. A burnt valve may mean an equal loss, and once again the high efficiency engine is particularly exacting on valves. In other words, the sporting light car that justifies its existence needs a fair amount of looking after. To offset this it will pay for looking after in a way that no other car can. The equipment of the sporting car is generally less complete than that of the standard model, although the insistent demand for comfort, which with the average car purchaser is a primary consideration, has lately meant that only the electric starter is discarded—and, as a matter of fact, it is now possible to obtain most sporting light cars so equipped.

As to whether this vehicle as a type has justified the enterprise of its manufacturers in marketing it may best be judged by the ever increasing numbers that may be seen on the roads, and from the fact that when a sporting light car has performed well in a competition it generally proves the most successful model in its manufacturer's programme. True, the car needs rather more careful handling on the road than does the standard model, it is livelier and it is more delicate, but in the hands of a skilled driver it has a fascination that no other vehicle can offer. Only those who have driven a sporting light car and with ease sailed past a 30 h.p. car of which the driver was openly doing his utmost can understand the zest and enthusiasm that accompany the handling of a really efficient high-speed nominally low powered engine.

A NEW PUNCTURE-PROOF TYRE

IT is not without significance that the last year or so has seen a considerable revival of activity in the war against the puncture fiend. All sorts of methods are suggested and employed, the variety being as great as ever, but one at least has but little in common with any of its predecessors. The idea of employing metal in some portion of the tyre so that it acts as a protector of the inner tube has certainly been used on more than one occasion, but to the best of our knowledge every effort in this direction has failed through the unsatisfactory means adopted of countering the heating effect arising from the friction between the metal and the canvas of the tyre.

The Tye Tyre is a production which, designed before the war, has only recently come on to the market. Its main feature is the provision of a casing of chain mail which is impenetrable by any puncturing medium and also enormously strengthens the cover, so reducing to a minimum the likelihood of a burst. Chain mail in one form or another has been used before,



A section of the Tye Tyre showing its chain mail layer.

but never before has it been employed exactly as in the case of the Tye Tyre, where it is most carefully insulated from contact both with the canvas or cord

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Perfect Satisfaction

The opinion of Major James Dunning, D.S.O. concerning his Post War Rolls-Royce:

"IN every respect it is satisfactory. The new engine gives even greater acceleration than the old one, and is perceptibly more powerful on hills.

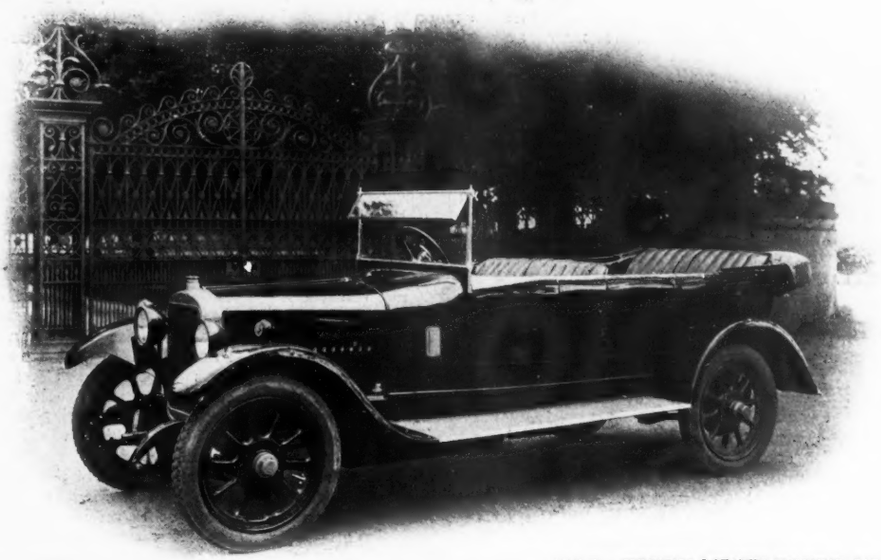
"I have one of your 1913 cars which has been driven about 45,000 miles, ordinarily at very high speeds, and I have, therefore, been very much interested to see how your new product compared with the old one. I am perfectly satisfied with the new car in every respect, and it does exactly, and with its characteristic exquisite quality, all the things that you told me it would do."

The original of the above testimonial may be seen at our showrooms by anyone interested. Ref. No. 514.

ROLLS ROYCE LIMITED - - - - 15 CONDUIT STREET, LONDON, W.1

Telegrams: "Rolhead, Reg. London."

Telephone: Gerrard 1834 (6 lines)



16/40 h.p. SUNBEAM 5-SEATER TOURING CAR.

"The most improved Cars of 1922"

THIS is the considered judgment of those who have tried the latest 16/40 h.p. and 24/60 h.p.

SUNBEAM CARS

This improvement is largely due to the entirely new OVERHEAD VALVE ENGINES with which these cars are now fitted.

PRESS OPINION.

" . . . At the summit the car was stopped for an inspection. The surprising part was that the radiator, despite a 30 minutes' grind with following wind, was apparently unaffected. There was no sign of steaming or boiling, and only a jugful of water was required to fill it to the brim next day "
—THE MOTOR.

LIST of MODELS and PRICES.

14 h.p. chassis	£575
14 h.p. 4-seater	£725
14 h.p. 2-seater	£725
16/40 h.p. chassis	£750
16/40 h.p. 5-seater touring car	£960
16/40 h.p. 4-seater light touring car	£960
16/40 h.p. Limousine Landaulette	£1,300
16/40 h.p. All-weather Car	£1,085
24/60 h.p. chassis (for open cars)	£1,025
24/60 h.p. chassis long wheelbase (for closed cars)	£1,050
24/60 h.p. 5-seater touring car	£1,295
24/60 h.p. 4-seater light touring car	£1,295
24/60 h.p. Limousine Landaulette	£1,625
24/60 h.p. All-weather car	£1,420
24/60 h.p. Saloon	£1,650

AN OWNER'S OPINION.

" I think it only fair to inform you that I have never owned a more satisfactory car than the 1919 SUNBEAM . . . . She has never gone wrong in any way, and averages 20 to 23 miles to the gallon, and her tyres have never been changed."
A.F.P.

THE SUNBEAM MOTOR CAR COMPANY, LTD.

LONDON SHOWROOMS - - 12, PRINCES STREET, HANOVER SQUARE, W.1.
MANCHESTER SHOWROOMS - - - - - - - - - - - 106 DEANSGATE.
SOUTHERN SERVICE AND REPAIR WORKS - - 177, THE VALE, ACTON, LONDON, W. 1.
EXPORT DEPT. - - - - - - 12, PRINCES STREET, HANOVER SQUARE, LONDON, W. 1.

Head Office and Works - - - - - WOLVERHAMPTON.
AND AT NEW YORK.

SUNBEAM-COATALEN AIRCRAFT ENGINES 100/1,000 h.p.

foundation of the tyre and with the rubber of the tread proper. If one takes a piece of chain mail, which, as prepared for the Tye Tyre, is made of aluminium, and lays it on a flat surface such as a table, it can be expanded or contracted by mean of the fingers. It is not elastic in the ordinary sense of the term, but, constructed in the desired way, the looseness of its links enables a certain piece of a chain mail, weighing, say, 4ozs., to occupy twelve or eighteen square inches of space. These figures, by the way, are purely imaginary, and are merely mentioned to illustrate the point and not to convey the actual weight of the chain mail. Any movement in the chain mail when fully expanded would cause friction between the links; on the other hand, movement when the mail is contracted would not cause anything like the same amount, because the metal itself by its very nature is as pliable as a piece of ordinary cloth.

Having learned so much we can now explain how the Tye Tyre is made and justified. The chain mail is compressed quite gently and is then encased in a layer of rubber which at the same time is shaped to conform to the contour of a finished tyre and the chain mail encased in its rubber is placed between the canvas foundation of the tyre and the rubber of the tread. Thus the tyre consists first of the tread, second of the chain mail and rubber protecting medium, and third of the ordinary foundation. But at no place is the chain mail in contact with the rubber tread or the canvas foundation, which is the whole secret of the success of this tyre as compared with the unquestionable failure of others in which metal has been employed. The chain mail-rubber protecting layer is more flexible than any other part of the tyre and in no way reacts against resiliency. Internal friction, generating heat and causing deterioration of the rubber and wear cannot arise.

"The proof of the pudding is in the eating," and at the time of writing we have had no opportunity of submitting Tye Tyres to an exacting test, but this opportunity we are hoping to enjoy in the near future, when, of course, our experiences will be recorded. A question that may be asked, and which it may be as well to answer at once, is that of the cost of the tyres. Naturally, the manufacture is more expensive than that of a tyre containing less material and necessitating less care, but the prices are not so high as might be expected, for while higher than those of the ordinary fabric tyre, they are considerably lower than those of the best class cord tyres now on the market.

FROM THE WOMAN'S POINT OF VIEW

As the days begin to lengthen out thoughts of an occasional all-day run again holds out attractions to the feminine owner driver. Those who anticipate sitting at the wheel of a limousine or other heavy car will find that the thing which tries them most is not the steering, which may be as light as that of a two-seater; nor is it the management of a large vehicle in traffic, which, as in the case of every other type, is simply a matter of distance judging, provided the engine is tractable. Indeed, it requires rather more skill to drive a small car safely through crowded streets, as the temptations to take risks are increased in inverse proportion to the size of the car.

It is the strain of pushing down and releasing the clutch and brake pedals which causes many women to come in overtired from a long run. These, on a large car, are often so heavy that the whole weight of the body is needed to manipulate them gradually without jerking. It is obvious that the de-clutching and braking of a powerful, heavy car must be a business requiring a certain amount of physical strength, but there are several ways in which the effect on the driver may be minimised.

The position of the driving seat is particularly important, and it should be adjusted so that the driver can use the ball of her foot on the pedals, not just the toe. Nowhere is the need for an adjustable driving seat more clearly seen than in the heavy type of car. Yet some women drivers prefer to lean as far back as they can, choosing the position of greatest comfort rather than that from which they have most control over the pedals.

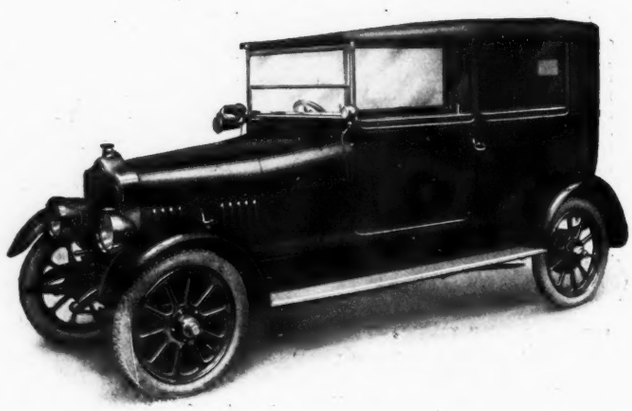
Then the driver can accustom herself to making alternate use of the hand brake, thus dividing the work between two different sets of muscles. Strangely enough, some of us seem to have an invincible dislike of using the hand brake. Only recently a certain fair owner boasted that she had never yet touched the hand brake though she had already done nearly 1,000 miles on her car. On examination the lever was found to be so stiff, from lack of use and oil, that the lady could scarcely move it, which would have been awkward in an emergency.

Stout footwear is also of great assistance in dealing with heavy pedals, and it is seldom that one sees an experienced driver wearing high heels and pointed toes. Rubber soles, that enable the wearer to grip the pedals more firmly, are not to be despised.

The puzzle of where to keep her driving licence so that it is always to hand when wanted is a real one to the woman who owns or habitually drives more than one car. A coat pocket is, of course,

The CLASSIC CALCOTT

The 11.9 CALCOTT All-Weather Four-Seater will make a strong appeal to those motorists who desire plenty of accommodation for touring purposes under all elements, combined with an engine of sufficient power for every occasion, and one that is economical to run.



Aero type all-weather body, with two doors, driver's seat adjustable for leg room. Near side seat of patent collapsible type. Locker behind rear seat. Double all-metal windscreen. All bright parts nickel plated. Finished Royal Blue with black guards and valances. Upholstered in blue leather.

Price £650

representing the best value in its class

All CALCOTT Cars are fitted with Dunlop Tyres

Illustrated particulars from
CALCOTT BROS., LTD., COVENTRY
Established 1885.

A Car of Quality

By Appointment to

H.M. THE KING.

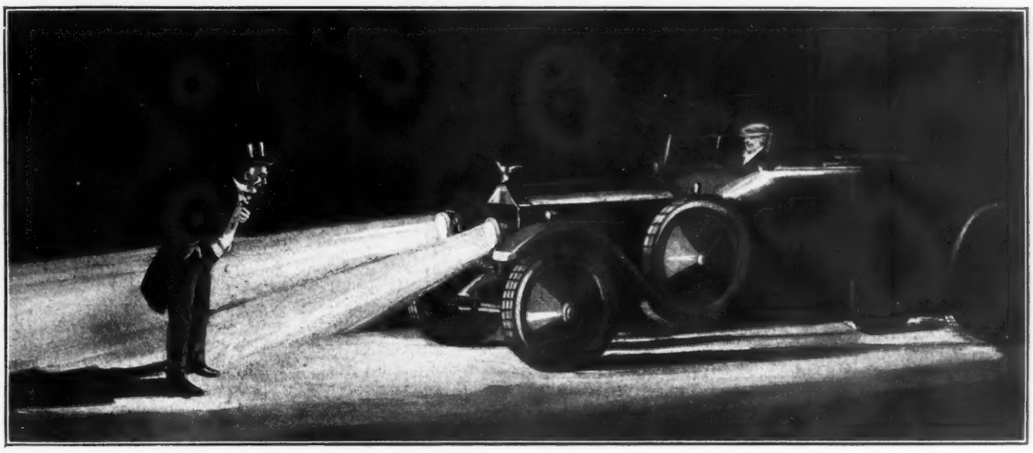
THE Dazzle Problem Solved!

RAPSON "DIPPING" HEADLIGHTS FOR ALL!

By Appointment to

H.R.H. THE PRINCE OF WALES.

Another amazingly simple invention from Lionel Rapson, which reduces the price from £20 to £5!



"PLEASED TO MEET YOU!"

Reciprocated Courtesy: Instinctive action of old gentleman, who courteously bows to motorist who has lowered his headlights.

AS USED BY

H.R.H. The Prince of Wales. **H.R.H. The Duke of York.** **The Prime Minister, etc., etc.**

Vide Mr. W. HAROLD JOHNSON. Motor Editor "COUNTRY LIFE"

"If Rapson Dipping Headlights were universally used, danger from dazzling headlights would be rendered definitely impossible, while the efficacy of the lamps is in no way impaired. For driving in fog the device is ideal, because it removes from the front of the car that bank of reflected light which is the chief danger from which the fog-bound motorist suffers."

UNIVERSAL MODEL.

Complete set, in black enamel, ready to attach to existing brackets, with "Bowden" wire driving seat control lever.

£5!

MODEL-DE-LUXE.

Complete set, nickel-plated, ready to attach to existing brackets, with "Bowden" wire driving seat control lever.

£7 : 10!

Vide Mr. EDGAR N. DUFFIELD, Motor Editor "THE AUTO."

"Until one has driven—not merely ridden in, *but driven*—a car fitted with Rapson Dipping Headlamps one cannot, simply *cannot*, realise the delight of the control given, both from one's own point of view, and from those of all other road-users."

TO MOTORISTS.

Safety First! Any device that takes away the full power of your headlights is more dangerous than dazzle! Switching off is suicidal! The Rapson Patent Headlamp Fittings enable you to lower your beam beneath eye level when meeting other road users, and raise it again the moment you have passed. The slightest tilt of the lamps immediately stops dazzle.

TO FACTORS, TRADERS & COACHBUILDERS.

This wonderful Rapson invention is going on every car in the country, and will probably be made a compulsory fitment. We want hundreds of traders to act as our agents and, where possible, to fit the "Universal" Model to their own demonstration cars. A post card is all that is necessary in the first instance to secure full particulars.

Telegrams: Rapsono, New Malden.

RAPSON Tyre & Jack Co. Ltd.

BURLINGTON ROAD, NEW MALDEN, SURREY

Telephone: Malden 190-191-192

useless for the purpose, since, unlike the male driver, she changes her overcoat continually according to weather and occasion. If she reserves a pocket for it in one of the cars, she is certain to forget to change it over to the other when necessary. "Out of sight, out of mind" refers with fatal accuracy to the driving licence.

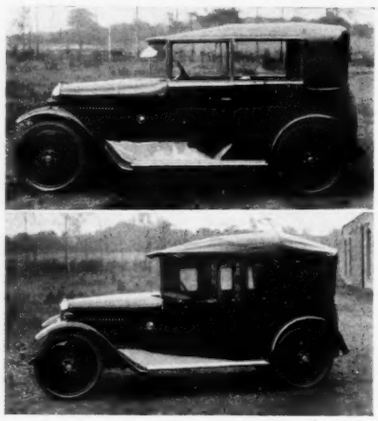
A solution is provided in the shape of a small leather bag, shaped to exactly take the licence, and finished with a card ending in a stout clip, by which it can be attached to the outside flap of a convenient side pocket. The word "Licence" is inscribed in clear red letters on this bag, so that there is really no excuse for the driver who forgets its existence.

The kick starter is a fitment that may appeal to those in search of a cheap runabout that is not provided with electric or mechanical starting. It entails less risk of strain than the swinging of a handle, especially if its position is low enough to enable it to be operated with ease even by a short person. S. S.

What is an All-Weather Car?

AN interesting point is raised by the Star Motor Agency in the matter of body nomenclature. "All-weather" is a term that was and is applied to a ca that could be used as an open touring car, or as a totally enclosed vehicle according to the weather, or the requirements of the owner, the conversion being effected by the use of a collapsible but rigid hood and glass windows that when not in use sank into the sides of the body. But within the last year a new type of all-weather car has become popular that is an ordinary touring car with a "Cape cart" hood that can be supplemented by detachable outside curtains. With the hood in position and the side curtains erected a car of this kind is totally enclosed; with the hood down and with the side curtains stowed away it is an open touring car. An example of each of the two different types is illustrated herewith, both being 11.9 h.p. Star cars. Which of the two is the all-weather model?

As a matter of convenience we consider that the name all-weather should be applied to the body with glass side windows; that is to say, to the body to which the term was first applied. At the same time all-weather equipment is a perfectly accurate description for the touring car with side curtains, and so we would suggest that touring cars so fitted shall be described as having all-weather equipment. The all-weather body is a term that can be taken as meaning that the car has a leather or imitation leather hood and glass side windows. All-weather equipment will signify that the car has detachable side curtains which, when not in use, may be folded away and carried under the seats or in any other convenient position.



Two different kinds of "All-Weather" Car. (Top) The pioneer and the real thing. (Bottom) An ordinary touring car with hood and side curtains.

New Cars.

A VERY interesting sign of the times is that no less a believer in the medium or high-powered car than Sir Herbert Austin has recently announced his interest in a cycle car that will compete with the motor cycle and side car combination on the score of cost. Sir Herbert stated that he had been engaged for two years in working out the designs of such a car and that these were now completed. The natural presumption is that at or before the next Olympia Show the Austin Motor Company, Limited, will announce a cycle car as one of its models for the ensuing season.

The Wigan Barlow, a new-comer made by the Wigan-Barlow Company of Lowther Works, Coventry, belongs to the popular 11.9 h.p. class having a four-cylinder overhead valve engine which has a bore and stroke of 65mm. by 110mm. The whole of the specification appears to be on high-class lines, including such details as a four-speed gear-box, a spiral bevel rear axle, vacuum fed petrol from a tank carried at the rear of the chassis and a body of quite pleasing lines. The two-seater costs £495, the four-seater £545, the coupé £575 and the saloon £650.

It is understood that the Leyland Company of Lancashire, the well known makers of commercial vehicles who recently entered the private car industry with an eight-cylinder super car, are directing their attention to the production of a small light car with a two-stroke engine. Beyond that this new car is to be known as the Leyland Trojan, no information is at present available.

Humber

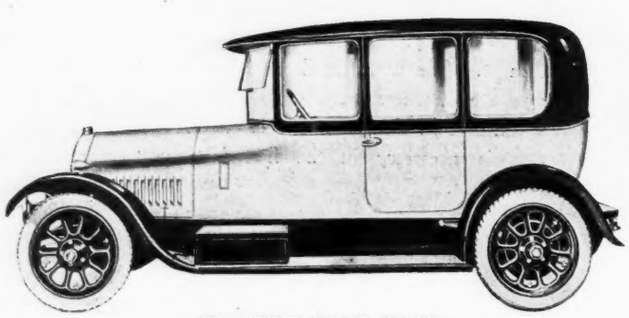
CARS

Their popularity is explained by their quality

A Humber car is a triumph of engineering skill and accomplishment. It represents the best of its class—perfect in design, material, and workmanship, and remarkable alike for the superiority of its engine power, ease of control, and great refinement in appearance.

One expert says:—"It is in truth a no-trouble car." Another says that—"Perhaps the best commentary on Humber quality, and that which depends on it, namely, Humber popularity, is to be found in the fact that during the whole of the past season the Humber Works at Coventry have been hard put to meet the demand for their products."

Another remarks that "Quality has been the first consideration, and the buyer can be assured of getting value for every pound his Humber costs him."



The HUMBER 15·9 H.P. SALOON.

The 15·9 Saloon here illustrated may be inspected at the London addresses given below, or at Carlish Ltd., 136, Piccadilly, W., and The Car Mart, Euston Rd., N.W.

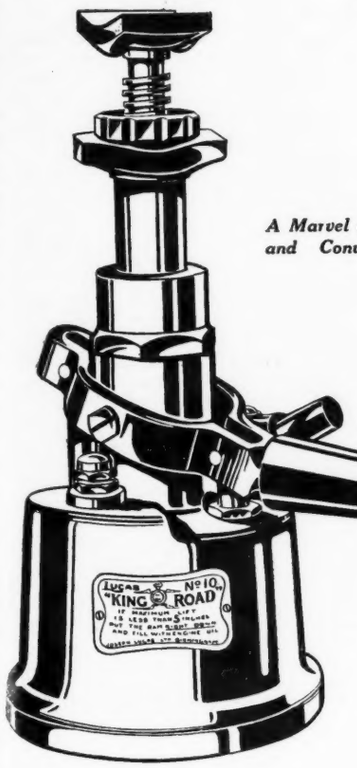
Full particulars on request.

HUMBER LIMITED, COVENTRY

LONDON:

CITY SHOWROOMS: 32, Holborn Viaduct, E.C. 1.
Telephone: HOLBORN 166. Telegrams: HUMBER, LONDON.
WEST END SHOWROOMS AND EXPORT DEPARTMENT: Humber House, 94, New Bond Street, W. 1.
Telephone: REGENT 2983. Telegrams: HUMBERTIE, WESDO, LONDON.
REPAIR WORKS AND SERVICE DEPOT: Canterbury Rd., Kilburn, N.W.6
Telephone: WILLESDEN 1298. Telegrams: HUMBERENIA, LONDON.

An Engineer's Job!



A Marvel of Ease and Convenience

THE LUCAS HYDRAULIC JACK No. 10 is an example of Sound Engineering.

It is practically frictionless, and that enormous force—Hydraulics—is utilised to lift your car.

It gives direct lift, every movement of the long lever actually raises the car, and pressure on the release valve lowers the car swiftly or slowly, just as you desire.

It will lift a wheel of a three-ton car easily. Height: Closed 8½in.; fully extended, 19in.

Illustrated Folder giving full particulars of the Lucas Hydraulic Jack, post free on request, from Dept. No. 2.

Cash Price £6 10 0 In U.K

Lucas

Designed and Manufactured by

JOSEPH LUCAS, LTD.

Head Offices and Works: BIRMINGHAM

Arrol-Johnston

THE All-Weather Model has a rigid roof, wide door, bucket seats, long and wide window space and interior lighting. The upholstery is luxuriously carried out in antique real leather. The head can be lowered in a moment and falls completely flat. The weight is little more than that of the ordinary touring model and the car is extremely light on both tyres and petrol. Although the R.A.C. rating remains at 15·9 h.p. the engine develops up to 40 Brake Horse Power—a triumph of engineering skill, and one of the many points of detail which make the latest Arrol-Johnston "the finest value among all cars of its class."

London Dealers:
Leverett, Thorp & Kearton, Ltd.
122, New Bond Street, London, W.



The All-Weather Model

BRIEF SPECIFICATION

15·9 h.p., four cylinders, 80×130 mm. (2,614 c.c.) forced lubrication (1,500 m.p.g.), disc clutch, Fellows' Magneto, four speeds (right-hand gate change), unit gear box, spiral bevel back axle drive, half-elliptic front and rear springing, 815×105 mm. Dunlop Magnum tyres on disc wheels, C. A. V. lighting and starting.

15·9 h.p. Open Touring - £650
15·9 h.p. All-Weather - £795
15·9 h.p. Saloon - - £950

ARROL-JOHNSTON, LTD., DUMFRIES, N.B.

Rumour is also busy with the name of Rolls-Royce, and a 20 h.p. six-cylinder car bearing this famous name would cause only a modest surprise, though also a considerable sensation.

The Scottish Six Days.

ONE of the most important annual events in the pre-war light car world was the Six Days' Trial organised by the Royal Scottish Automobile Club. It was a particularly exacting event, and any car that came through to the satisfaction of the judges could be accepted by the public without hesitation as a really first-class car. The most severe of Scottish roads were chosen for the route, and the conditions under which the trial was run were enforced with such rigidity that "flukes" in the awards were rendered as impossible as human ingenuity could secure.

During the war the Scottish Six Days' Trial, like all other such events, was, of course, suspended, and it has remained for 1922 to see its revival. In June this year the Scottish Six Days' Light Car Trial will be held again, and in view of the popularity and importance of this event in the past it is confidently anticipated that this year's trial will be worthily supported.

The classification adopted for the cars is both novel and useful, for it is based not merely on engine size, as is usual, but also on price. The first class is for cars up to £250, the second for cars from £250 to £325, the third for cars from £325 to £420, the fourth for cars from £420 to £500, and the fifth for cars exceeding £500. The limit of engine size is 1,600 c.c., a figure that has caused some discussion, but with which we are in entire agreement. After all, the average buyer of a light car cares little what the actual capacity of his engine may be, and if any particular body chooses to regard 1,500 c.c. as the proper maximum of a light car engine, there is not the slightest reason why everybody else should follow suit. Some of the most popular of our light cars have engines of between 1,500 c.c. and 1,600 c.c., and it is significant that the tax on these cars is almost without exception £12 a year, which is a nice round sum, appealing to many owners as £1 a month.

The Safety of Giant Pneumatic Tyres.

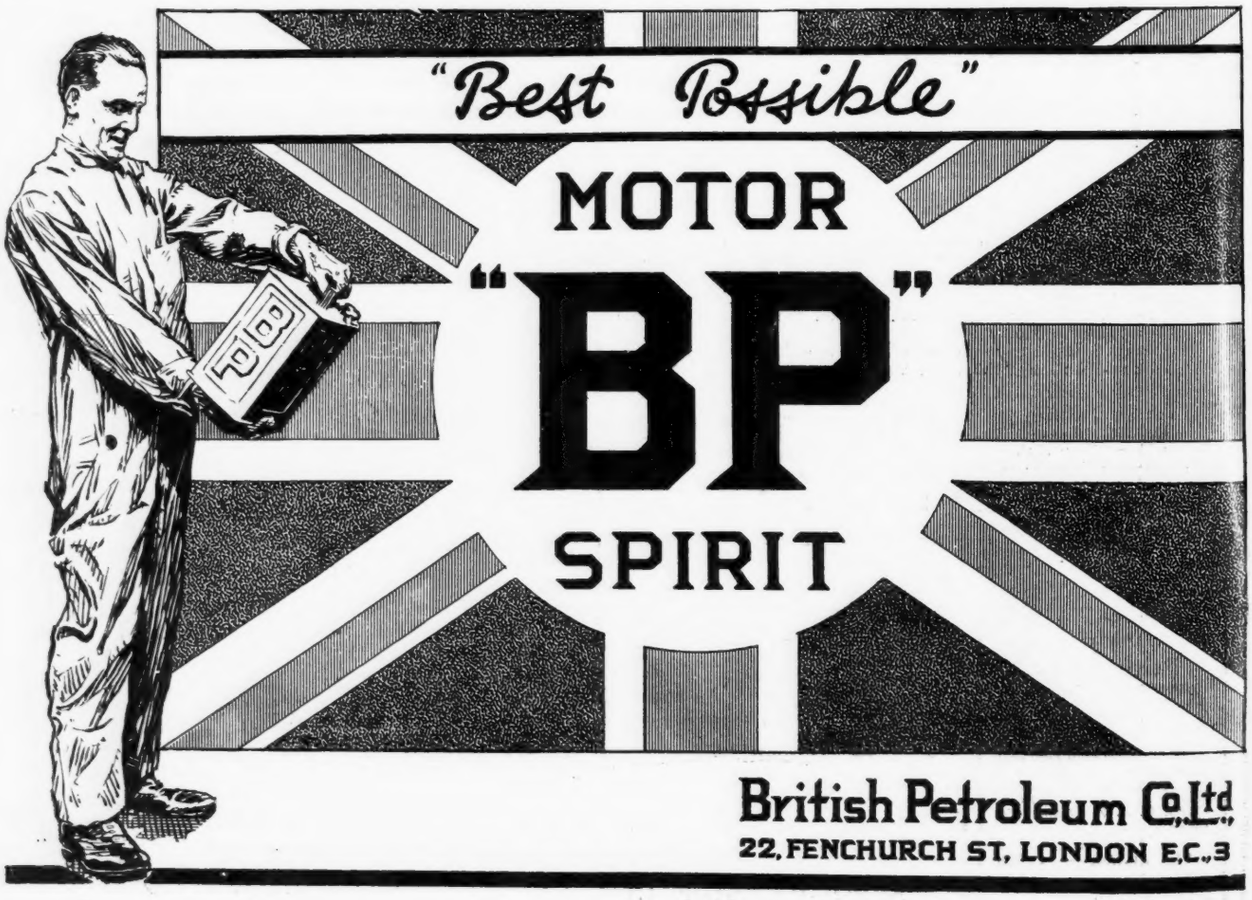
MUCH of the antagonistic feeling that admittedly exists against the heavy goods or passenger carrying vehicles is due to the tyres with which they are fitted. A heavy vehicle weighing some three or four tons at least, and entirely disregarding its legal speed limit of twelve miles an hour to the extent often of doubling it, does enormous damage to the roads out of all proportion to the contribution which the owner of that vehicle makes towards their maintenance. The fitting of pneumatic tyres to such vehicles, and especially to char-à-bancs, is a development that became noticeable two years ago. The immediate effect was an increase in the popularity of the char-à-bancs in a twofold manner. Firstly, those who were disposed to ride in char-à-bancs found them much more comfortable and much more silent than they could be when fitted with solid tyres. Secondly, their injurious effects on road surfaces were enormously decreased.

But, like everything else, the new giant pneumatic tyre had something against it. It was said, and with apparent good reason, that should one of these huge tyres burst on the road the vehicle would so deviate from the perpendicular that complete overturning would be very probable. This, in fact, was the *main* objection raised against the employment of the giant pneumatic, and therefore much interest attaches to some recent experiments recorded in *The Goodyear News* on the behaviour of a four-ton A.E.C. lorry with a load equal to that of a twenty-eight seater fully loaded char-à-bancs travelling at 27 m.p.h. Tests were carried out with both front and rear wheels, the tyres of each of which were burst deliberately while the vehicle was travelling. In the case of the front tyres, which were of 8in. diameter, deflation was instantaneous; in the case of the back tyres it was rapid, but not quite so speedy as in the first case; but in neither case did the lorry deviate at all from the course it was following. The actual drop resulting from deflation of the tyres was only 4¾ins., a fact due in the main to the very thick and staunch walls of the tyre.

If all giant pneumatic tyres will show similar results to these Goodyears under similar conditions, the objections to them seem to disappear automatically, and so it seems reasonable to demand that only the very slowest vehicles carrying the very heaviest loads shall be allowed on the roads with what must shortly become the old-fashioned solid tyre.

Gloucestershire Roads.

Few of England's midland counties have roads of high merit, and according to the *Autocar* a Gloucester gentleman is instituting a vigorous campaign to secure an improvement of the roads in his county. Anyone who has motored in Gloucester (a thing that most of us would do only under compulsion) will appreciate the motives that have led to this campaign, but those who have arrived into the district *via* Warwickshire will be surprised that the agitator is putting forward Warwickshire roads as an example of what roads should be!



The Post-War

ROLLS-ROYCE

is universally acclaimed as

THE WORLD'S BEST CAR

"The name has been so long synonymous with all that is best in Automobile design and construction that to praise the car would be to paint the lily."

"The Rolls-Royce of 1922 is still the Rolls-Royce which established the name as being that of the world's Best Car."

Major W. Whittall in "Eve" 1/2/22.

RETAILERS:

ROOTES, LTD
MAIDSTONE

London Showrooms:

8 & 9, LONG ACRE, W.C.

'Phone: Regent 6026

Crossley

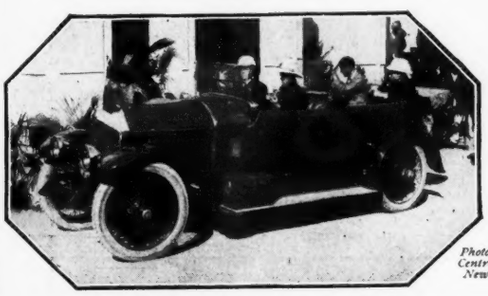


Photo: Central News

H.R.H. THE PRINCE OF WALES

leaving the Courts of Justice, Allahabad, in the Crossley car he is using throughout his Indian Tour.

THE illustration above shows His Royal Highness The Prince of Wales in one of the twelve Crossley cars which are the only official cars used by H.R.H. and staff during the Great Indian Tour. The selection of Crossley cars for this tour is not only a signal honour for the manufacturers, but is also an indication of the high esteem in which these cars are held.

You are invited to apply for full details of the two Crossley models, the 19·6 h.p. Crossley or the 25/30 h.p. R.F.C. Model. They are the finest motor car value in the world.

CROSSLEY MOTORS LTD., MANCHESTER
London Office and Export Dept. - 40-41, Conduit Street, W.1



Marcus Aurelius on Insurance

Investigation & Foresight

MARCUS AURELIUS wrote of his adoptive father, his predecessor, the Emperor Antoninus Pius:

"I observed too his habit of careful inquiry in all matters of deliberation, and his persistency, and that he never stopped his investigation through being satisfied with appearances which first present themselves, and to foresee things a long way off and to provide for the smallest."

Were he alive to-day the wise Emperor would evidently have studied the matter of Insurance in all its phases.

Being able "to foresee things a long way off and to provide," he would have provided against accidents, death, fires, and the twilight days of old age.

Such universal protection as is afforded by the Policies of the Motor Union Insurance Co. Ltd. would have made an irresistible appeal to the wise philosopher. Surely there are those amongst us as wise to-day?

Why not learn for yourself how *universally* the Policies of the "Motor Union" protect you? "M.U.I." — M*eans* U*niversal* I*nsurance*.

Any enquiry regarding any or all forms of Insurance entails no obligation — will result in no importunities, but many opportunities instead. Simply address —a postcard will do—

MOTOR UNION
INSURANCE CO. LTD.
10 ST. JAMES'S STREET, LONDON, S.W.1

St. James's 17

THE WORST DRIVERS IN LONDON?

REGULATION of the street traffic in our largest towns becomes daily more difficult and presents an ever-increasing problem. Even that brain wave which put on the London streets, in the midst of some of the densest traffic in the world, high-spirited horses with policemen on their backs to keep the centre line of the road has not met with unqualified success. The traffic of London is getting almost as bad as that of Manchester or Birmingham or even Paris, which, if not quite so thick, has hitherto been much worse to negotiate on account of the prevailing lack of control.

But London traffic has questions all its own, due, in the main, to the great differences in the types of vehicles that constitute it and in the widely varying skill and experience of the drivers of those vehicles. In the provinces there is more equality between the drivers, and if the driver of the horse-drawn vehicle is the slowest and the most difficult to control on the road, the congestion that he might cause is not so noteworthy as it is in London. It has been calculated that the value of the time lost through traffic "hold-ups" due directly to horse-drawn vehicles alone amounts to several thousands of pounds daily; but, ignoring for a moment horse-drawn vehicles, which kind causes the greatest inconvenience to others—*i.e.*, to all those who are not actually travelling in them—on the London streets?

It is not uncommon to hear a man who cannot drive a car himself, and to whom a ride in a London taxicab is not a very frequent experience, express his admiration and wonder at the way the cabs are handled and piloted by their drivers. But the man who can drive a car knows that from the point of view of the chassis the London taxi-man is a cruel driver who would soon come under the strictures of the Society for the Prevention of Cruelty to Motor Cars, did such a body exist. Even in the matter of ability to negotiate traffic the taxi-driver leaves much to be desired, in spite of his Scotland Yard examination—which, by the way, is quite an argument against the proposal that all who wish to drive a motor car should undergo an examination before being given a licence.

The really skilful traffic driver does more than steer well and use his engine, his gears and his brakes intelligently; he shows consideration to others, and this is what the taxi-driver seldom or never does. The driver of a private car who makes a sudden turn from one line of traffic to another, or who stops his car without previously giving an intelligible signal, does so at the risk of freely expressed protests by other drivers—including those of taxi-cabs—and even, in extreme instances, of police interference, and so he seldom takes the risks. Not so with the taxi-man, who seems to care little for the police and nothing at all for other road users, and who delights in unexpectedly taking advantage of the wide steering lock of his car to make unannounced complete turns in the roadway, to the real discomfort of all in his immediate neighbourhood. He causes more accidents than the drivers of any other mechanically propelled vehicle, who, however, have to share the opprobrium he earns for the motor car as the cause of a rapidly increasing number of serious street accidents, and, rejoicing in the honour he holds among those who know him not too well, he carries on with impunity.

Perhaps the simplest and most effective method of dealing with this problem that is rapidly becoming a danger would be to require every incipient taxi-driver to spend a month at the side of a good L.G.O. omnibus driver as part of his training.

MOTOR TAXATION IN ITALY.

IT will be recalled that in our account published in October of the Napier R.A.C. Alpine Trial it was stated that considerable difficulty was encountered on entering Italy on account of a very heavy tax that had to be deposited on the car. It was a new tax, but the knowledge of its existence, which has now penetrated to all motorists who are likely to consider touring in Italy, has undoubtedly prevented many would-be tourists from planning a crossing of the Italian frontier. Therefore it is interesting that the Italian taxes on private cars have been considerably reduced as from January 1st this year as compared with those levied in 1921, although no announcement is made by the R.A.C., who notify us of these reductions, as to whether there is any modification in the luxury tax, which is the one that caused trouble to the Napier passengers. As a matter of fact, the excessive taxation which was prevalent in Italy on private cars was found to defeat its own ends, and the motor car industry, which was becoming quite an important one in Italy, was practically crippled as a result of the taxation, with the further result that the revenue derived from the tax shrank very rapidly. The reductions now announced are from 15 to 56 per cent. On a 16 h.p. car the tax is 554 lire as compared with the previous 1,156 lire; on a 40 h.p. car the present tax is 2,690 lire as compared with 6,580 lire. Similar reductions apply to motor cycles.

Electric motors are exempt from any tax provided they are of Italian production and manufacture. No tax is levied either on small auxiliary motors not exceeding 3 h.p. affixed to bicycles, or on detachable auxiliary motors for boats not exceeding 6 h.p.

Albert

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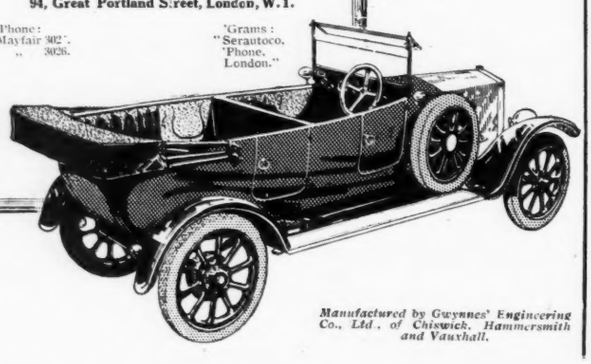
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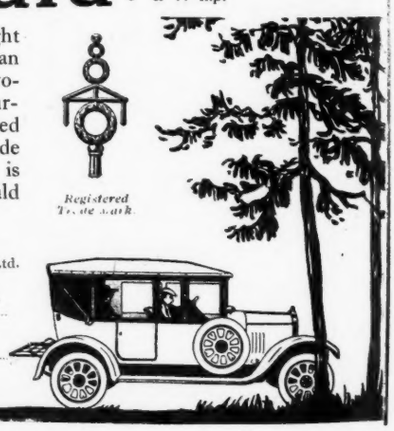
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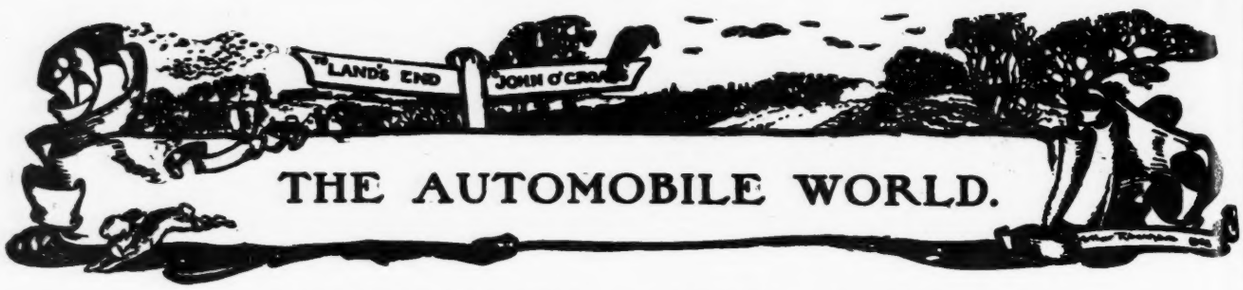
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THE AUTOMOBILE WORLD.

A SIX-CYLINDER AIR-COOLED CAR

A WIDESPREAD, but nevertheless mistaken idea in connection with air cooling for motor cars is that it is essentially a post-war development. This is true only with certain important limitations, which are that it is only since the war that the British light car with an air-cooled engine has attained full technical and commercial success. But the very earliest cars, that is to say, the cars of twenty or more years ago, were air-cooled, and it was only because water cooling hid many of the shortcomings of those early manufacturers and designers that development was concentrated along its lines. Air cooling fell into disrepute in England and on the Continent of Europe, but in America attempts were made to develop the air-cooled car just as much as the water-cooled car, although the latter emerged triumphant.

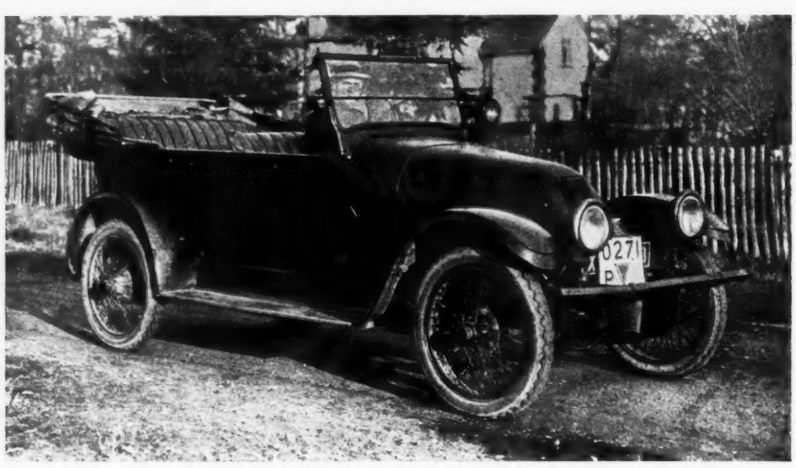
From the manufacturing point of view air cooling is a simpler and cheaper proposition to handle than water cooling, but from the point of view of the user, the air-cooled car needs more careful handling and necessitates much elaborate foresight on the part of the designer. In a word, a water-cooled engine that is not quite all that it should be, will give satisfactory service, but an air-cooled engine must be absolutely right before its user can be satisfied.

One of the two or three American firms who have persisted with the air-cooled car is the maker of the Franklin, a car which has long held a worthy position among the high-class automobiles of America. There is nothing about this Franklin car suggestive of what we, in this country, are in the habit of associating with air-cooled practice. Instead of having a small chassis with a light body, the Franklin has a six-cylinder engine rated at 25 h.p., and all other parts of the car are in fitting proportion. Not only is the chassis full size according to American standards, but it is far more robustly and heavily constructed than is usual with cars from across the Herring Pond. Its body, on characteristic American lines, can carry two passengers on occasional seats in the tonneau in addition to the five occupying the ordinary seating. A few of these Franklin cars have found their way over to Great Britain, and by the courtesy of Messrs. Capper Brothers of Woking, who recently had a second-hand model for sale, we were able to inspect the car and put it through its paces on the road.

THE FRANKLIN ENGINE.

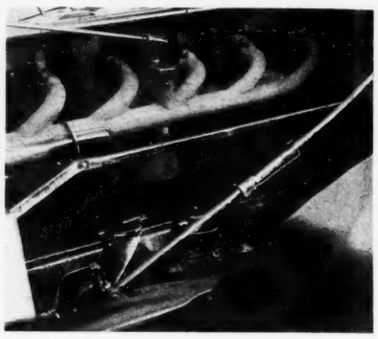
The six cylinders of the engine are disposed vertically on the crank case as in ordinary water-cooled practice, but each is cast separately with vertical fins. Round each cylinder proper is a secondary cylinder, which is nothing more than a metallic casing open at both ends, thus the cylinders present the appearance of ordinary engine cylinders with shorter outer cylinders, between the two being interposed vertical metal strips as may be seen in the illustration. The heads are detachable and carry the overhead valves, which are operated by push rods from a cam-shaft in the crank case.

The illustration of the complete car shows that, in appearance, it resembles those cars which were a familiar sight on our roads when placing the radiator behind the engine was a commoner practice than it is now. The front of the Franklin bonnet has cut in it a hole across which are louvres. The flywheel has vanes so that it acts as a fan and induces a draught through the bonnet, through the hole at the front of this latter. On either side of the engine is placed a metal tray or scoop which deflects the air coming through the front of the bonnet into the top of the compartment and limits the means of egress of this air to the channels between the true and the encasing cylinders. Thus the air comes in at the top of the engine and, passing over the cylinder walls, escapes at the bottom. Presumably the draught is stronger when the car is travelling, but the flywheel ensures adequate cooling, whether the car is stationary or not.



THE FRANKLIN, IN BOTH SIZE AND APPEARANCE, HAS LITTLE IN COMMON WITH THE AVERAGE BRITISH AIR-COOLED CAR.

Of the remainder of the chassis we propose to say little further than that it has a three-speed gear-box, a conventional back axle and unconventional springing, this being by full elliptic springs all round. Perhaps it is also worth mentioning that, as the British market for these cars has never been extensive, the steering wheel is arranged on the left-hand side, and another point is that the equipment of the car is conspicuously complete, including a secret switch which prevents the horn from being operated or the engine from being started when any door of the car is open.



THE ARRANGEMENT OF THE SIX-CYLINDER AIR-COOLED FRANKLIN ENGINE.

The "tray" underneath the exhaust manifold is to deflect upwards the cool air coming through the bonnet, so that it must pass downwards over the cylinders.

ROAD PERFORMANCE.

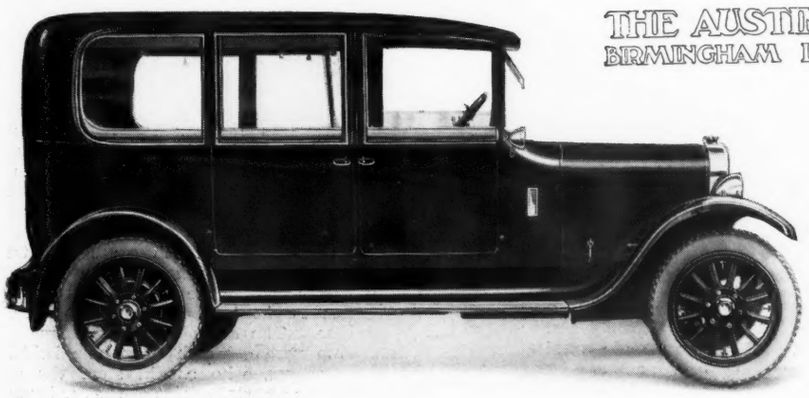
The first question that arises in connection with any air-cooled car on the road is, does the engine overheat? The best answer that can be given to this question in the case of the Franklin is that the car has put up some extraordinary performances in America both in the matter of maintaining high speed over long distances and in mountain climbing. Our own test was not sufficiently prolonged or exacting to detect any propensity for overheating, but from what we have heard of the Franklin from quite independent sources we feel safe in taking these questions as satisfactorily answered without independent confirmation. Certainly we did keep the engine running long enough with the car stationary to discover that under such conditions undue heating could not be suspected, and the slowest and the fastest running on the road, combined with various "stunts" of acceleration, revealed not the slightest suspicion of pinking. Many a new high-class water-cooled car would have murmured protests if called upon to do what this Franklin did. In the matter of silence the car on the road compared favourably with any. The whole of the engine and of the chassis, as well as the exhaust, was simply inaudible; with the engine running and the car stationary there was, perhaps, rather more noise than one associates with our very best six-cylinder cars, but no more than is usual with the ordinary four cylinder, and it must be remembered that the Franklin on which these remarks are based was not

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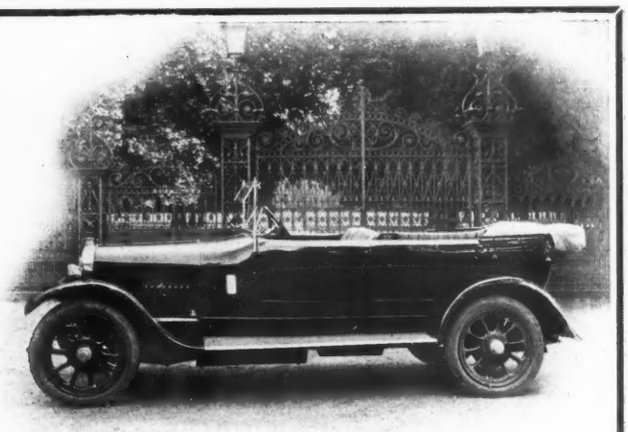
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The engine of the new 14 h.p. Sunbeam is very similar, and the range of three 1922 models evinces exceptional progress upon individual lines.

PRESS OPINION.

"As might be expected in a Sunbeam model, the results were more than satisfactory. The manner in which the engine tackled steeps of one in seven that embodied S bends without a suspicion of faltering, and wound up what was virtually a continuous hundred miles' spin as cool almost as when it started, could not have been bettered.
To sum up the whole experience, we found no possible sign of fault in any section of the car's work. No motorist could ask for a better car of its type, nor do we think he could obtain one."
The "Field," Feb. 11th, 1922.



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SUNBEAM-COATALEN AIRCRAFT ENGINES, 100-1000 H.P.

a new car turned out by the makers for demonstration purposes, but was a car that had been in the hands of a private owner for two or three years and had piled up very considerable mileage without having any specially careful attention.

The general performance of the car would have been creditable to any six-cylinder car of a similar horse-power. The power of its engine was adequate to haul the car fully loaded at over 55 m.p.h. As with most American cars, top gear hill-climbing was a very strong feature, but in one respect at least the Franklin was materially superior to most cars of its class, its flexibility and acceleration were distinctly impressive. The suspension, steering and road holding were thoroughly good and much better than one might have expected from the full elliptic springs. According to "The Autocar," the makers of the Franklin are about to introduce a four-cylinder model selling at a "medium" price, and so satisfactory has the six-cylinder car—one of America's *de luxe* cars—proved, that air cooling will have another sponsor.

AIR COOLING.

The pros and cons of air cooling have been so often set forth that we propose to do no more than to summarise them very briefly. First, there is the saving in weight, which materially contributes to the second—fuel economy for given loads and speeds; third, increased simplicity and accessibility in the construction of the engine, which makes for cheapness of maintenance and repair; fourth, absence of any anxiety to its owner through cracked cylinder jackets or ruined radiators in frosty weather, an advantage, by the way, that a recent snap of cold weather has reminded many of us in England, is a more tangible advantage than we were inclined to imagine.

As we have said before, it is our confident opinion that the air-cooled car has a greater future before it than is generally suspected. The Franklin is a car that may be called a high-powered *de luxe* air-cooled car, and experience of its behaviour has simply confirmed us in our previous optimistic opinion of the future of air cooling in general. There is no reason why air cooling should be limited in its application to small, low-price cars, for this example proves that, properly designed, the air-cooled car lacks none of the refinements of its water-cooled rival, while it has many advantages that the other can never hope to offer.

AVERAGE SPEED.—II

ON a long, straight road the highest powered car should, other things being equal, prove the fastest; but extraneous considerations must be borne in mind. Thus a special 15.9 h.p., such, for instance, as the Bentley, would surely leave any ordinary touring car irrespective of its horse power, with the possible exceptions of the 30.98 h.p. Vauxhall and the 38.4 Lanchester. The limit of any of these cars with a light four-seater body might be anything between 75 and 80 m.p.h. In the next class would come cars like the Napier, Rolls Royce, 24 h.p. Sunbeam and the 45 h.p. Daimler, which, under favourable conditions, would show anything from 65 to 70 m.p.h., although we must remember that an absolutely standard touring Napier has attained 72.38 m.p.h. on Brooklands Track and timed electrically at that—of which more anon. Very few ordinary touring cars of less than 30 h.p. will do their 60 m.p.h. I am told that the new 20 h.p. Vulcan will do it, but cars like the 25 h.p. Vauxhall, the two Crossleys and the 16 h.p. Sunbeam are doing quite well if they show 55 m.p.h. The highest speed that I have ever actually attained with what may be called an ordinary touring car was 56 m.p.h on a 15.9 h.p. Humber. In the same class as these cars as regards speed capacity would come the sporting light cars—the A.C., Hillman, Morris-Cowley and the rest. (I am, throughout, ignoring pure racing cars or ultra sporting cars.)

Below this speed of 55 m.p.h. would come practically any car of between 11 h.p. and 15.9 h.p., the ultimate speed of which ranges between 45 and 55 m.p.h. Below 45 m.p.h. come the light cars, although there are a few, such as the Enfield Allday, that will run the 15.9 h.p. very close, while the Bugatti will certainly improve upon it. Still above 40 m.p.h. come the majority of the cyclecars, such as the G.N., the Morgan and air-cooled cars such as the B.S.A. and A.B.C. Cars with an ultimate speed of 40 m.p.h. or less are very few, consisting mainly of those low-priced vehicles of which the speed is kept deliberately low because the material and workmanship embodied and the chassis are not capable of standing the stresses imposed by speed work. But when it comes to dealing with speed across country it may quite well turn out that a car very low in the list as regards its ultimate speed may prove the winner. For instance, I do not think that even its makers claim the 19.6 h.p. Crossley to be exceptionally fast for a 20 h.p. car, but it is assuredly endowed with an exceptionally high average speed capacity which, as was explained in the recent article on this car, is due not so much to the power output of the engine as to its smoothness of running and to the excellent road holding and ease of control of the car as a whole.

A CONCRETE EXAMPLE.

To give a personal experience for what it is worth, the very best run that I have ever accomplished, either as a driver or passenger, was in a G.N. cyclecar of which the maximum speed was certainly not above 45 m.p.h. Leaving Birmingham at 8.30 p.m., I was in Banbury, 40 miles on, at 9.30, having passed through several villages and towns and having climbed Sunrising Hill on the way. Through Oxford, Maidenhead and Windsor to Brooklands Track brought up the total distance to 127 miles, and the clock recorded 12 o'clock. This was at night time, the weather was anything but good, and I do not think I met a single car on the whole trip. Until reaching the Chertsey area of Surrey the roads were consistently good and free from corners or other obstructions and, most important of all, I knew every turn as well as the proverbial book. The interest of this run lies in the fact that it was accomplished at an average speed of well over 30 m.p.h. by a car of which the *maximum* was under 45 m.p.h., and I am convinced that with whatever other car, however high its ultimate speed, the trip had been attempted, the time could have been very little improved upon. Ease of control of the car, knowledge of the road and absence of traffic are the three most important factors in putting up good times.

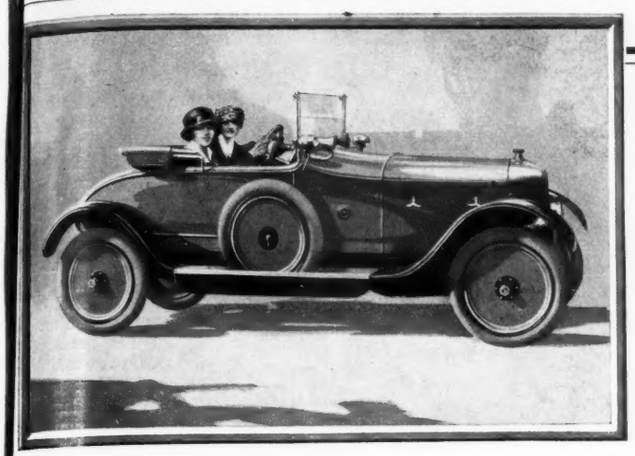
An average of 30 m.p.h. is as much as one can hope to do with an ordinary car under normal conditions. Even 25 m.p.h. is fairly exacting. With a closed body the former achievement calls for a chassis of not less than 20 h.p., but any greater power cannot be utilised to the full, for reasons already given. Twenty horse-power will enable as good an average speed to be put up on our roads as is possible, which is the kernel of the whole matter. In the hands of a capable driver a good 10 h.p. car will do just as well as one of 20 h.p., provided, of course, that it is proportionately loaded; and an 8 h.p. cyclecar will do almost as well.

SPEEDOMETER AND CLOCK TIMES.

Much misconception exists on the use of a speedometer, and, moreover, the average speedometer suffers from inaccuracy to a degree seldom suspected by its owner. It is brought home to him some time that in travelling between two places 30 miles apart, although his speedometer has never once shown less than 30 m.p.h., his time for the distance is well over the hour. On one occasion I remember testing a car over the flying half mile at Brooklands when the speedometer showed 58 m.p.h. By the clock the speed was 48 m.p.h.! This, of course, was an extreme instance, explainable to some extent by the fact that the speedometer was an American instrument. But it is very seldom indeed that a speedometer is accurate over the whole range of its reading. The speed reading has nothing whatever to do with the distance reading, and a speedometer that is absolutely accurate in recording distance as judged by milestones may be wildly misleading in its speed indication. It is always worth while to check a speedometer at different speeds against the milestones if Brooklands Track is not available. Choose a good straight stretch of road on which the milestones are regular, and keep the speedometer as nearly as possible at a predetermined speed over various miles. Twenty, thirty and forty miles an hour are good testing speeds, because they are easily worked out against the clock and the car can be kept at these figures with fair ease. The clock must, of course, be a stop watch, which should be held by a passenger, who should start the watch just as a certain point of the car is passing one milestone and then stop it as the car is passing the next at the same point. A convenient method is for the passenger to start the watch just as the milestone comes in line with one of the windscreen uprights and his eyes, but he must be careful to maintain his position in the car without movement until the next milestone is in a corresponding position, *i.e.*, forming a straight line with the windscreen upright and his eyes. The results on comparing the reading given by the watch and the speed as given by the speedometer are often amusing and sometimes depressing. W. H. J.

Some Reflections on Car Insurance.

IT is an extraordinary thing, but it is a fact, that many private owners of cars refuse to insure them. Two explanations are possible: one is that an owner has had a long, trouble-free driving career and considers himself immune from the risks that others run on the roads; the other is an owner having been insured, and having made a claim which has been unsympathetically received, has decided to have nothing more to do with what appears to be a very unsatisfactorily conducted business. On the wisdom and on the necessity for insurance we do not propose to dwell at length, for it is obvious and indisputable to all who have given the matter any consideration. A dog runs across the road in front of a car, a horse shies at the sound of a horn, a tram car makes a sudden turn on to one of those bottle-necked lines that abound in many places, and the result is an accident with a claim for damages on the owner of the motor car, who may or may not have been at fault. Experience proves that it matters little whether the car driver was really to blame or not; he is almost surely to be mulcted in heavy damages. A dog that has been regarded as worthless by its owner acquires an astonishing pedigree after being run over by a motor car. The most careful of drivers who has the misfortune to be involved in a collision will find his speed described in a court of



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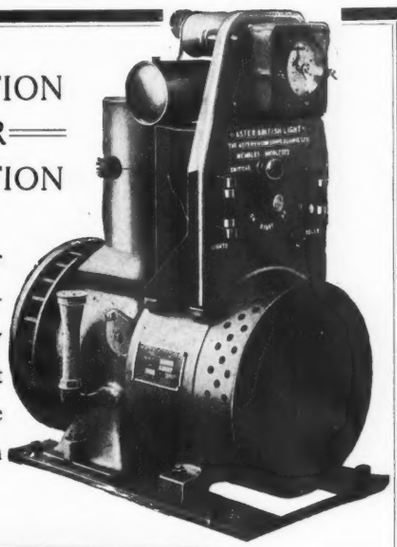
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law as like that of a flash of lightning. The famous Fuggle Maid case will be remembered by many readers, for on the evidence as recorded in the Press at the time the motorist seems to have been very unfairly treated.

Practically every insurance policy as taken out by the motorist indemnifies him against law costs incurred in fighting a claim, as well as paying the actual damages. Third party insurance is the most important of all, and is an absolute necessity whatever the skill or experience of the driver and whatever the type of vehicle that he handles. The epidemic of car thefts, which has not been stamped out by the stroke of the pen that introduced the registration book, and the hardly less serious epidemic of thieving articles from cars are still very strong in populous centres. A recent experience of our own may be cited as illustrating the lengths to which the determined thief will go. A dashboard clock fitted flush happened to have a projecting screw in its mounting which prevented its hinge from closing properly, with the result that the face of the clock stood about ⅛in. away from the dashboard. The car was left standing for about five minutes on one occasion, and a thief actually tore the clock off the dashboard, breaking the hinge in his successful effort to get away with his booty!

THE CHOICE OF AN INSURANCE COMPANY.

Having decided that insurance is advisable, the choice of a company is no easy matter. Policies vary considerably, and the spirit in which they are interpreted varies even more. It is usual for accessories to be covered with the car, but the interpretation of what is meant by an accessory is anything but definite. From previous experience we know that many companies would have repudiated the claim for that clock. A rug, which is a favourite item in the *répertoire* of the car thief, may be, and often is, refused recognition as an accessory. Sometimes personal luggage is covered, sometimes it is not, but whether it is included in a policy or not, the determination of what actually constitutes personal luggage is a point on which many companies will avoid meeting a claim. It is after wide experience that we feel justified in singling out a particular company as unusually generous in its recognition of the just claims of its policy holders. The Traders and General Insurance Association, Ltd., is a company that is not so widely known as it deserves to be. It was after a few unsatisfactory dealings with several better known companies that we discovered the Traders and General, and after a perusal of its proposal form and noting the unusual comprehensiveness of this document we promptly took out a policy. There is no need to enter into details, because claims that we have made are not likely to be made in precisely the same manner by others; but mere justice demands that we should give credit where credit is due and say that we have been very pleasantly surprised by the sympathetic and generous attitude of this company to every claim that has been made upon it.

Private Bills in Parliament.

FEW motorists realise how their recreation or means of business conveyance may be affected by private Bills in Parliament. Recently the R.A.C. Solicitor has discovered clauses in several Bills that might affect the interests of owners of private cars, and in each of these cases representations have been made to the promoters of the Bill with a view to securing appropriate amendment. For instance, the Cambridge Corporation seeks powers to make regulations for the control of traffic within the central area of the town prescribing roads that may or may not be used by certain vehicles. The R.A.C. pointed out that the Roads Act of 1920 already gave the Ministry of Transport power to make similar regulations, and it is undesirable that there should be more than one authority dealing with regulations of the kind.

Another matter which has long been a sore point with Town Corporations or with waterworks companies concerns the supply of water for washing cars. In cases where corporations are applying for powers to make an extra charge for car washing water, the R.A.C. is making representations both to the promoters of the Bill and to the Minister of Health. The Bolton Corporation sought to go one better than most others, for, besides special charges for the use of washing water, it sought a provision that any person who broke or damaged a lamp, lamp post, a street orderly bin or similar erection should pay full compensation to the Corporation for the damage done and an amount up to the sum of £10 should be recoverable summarily. In this case the R.A.C. is making representations to the Minister of Transport.

A NEW CUBITT CAR.

THE Cubitt's Engineering Company, Limited, of Conduit Street, London W.1, have incorporated some improvements and refinements in their new model which will greatly add to the already good reputation this car holds. The car is now fitted with cantilever springing, aluminium pistons and aluminium support to steering column on the dash. The petrol tank (17 gallons) has been placed at rear of the car, the feed being by Autovac. The price of the standard touring model is now £467 and includes cover and tube on spare wheel. The prices of other models are as follows: Two-seater, £460; *De Luxe* Model, £540; All-Weather Model, £678; Landaulet Model, £740; Standard Van, £450; Colonial Open Lorry, £475; Chassis, £423.

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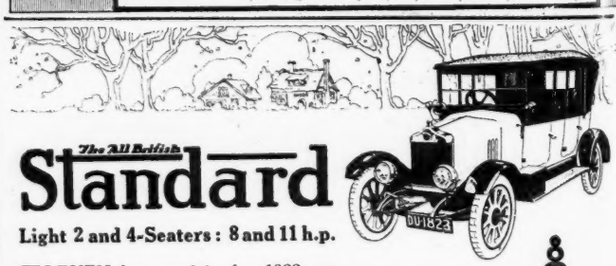
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COUNT · THEM · ON · THE · ROAD

THE ART OF HEPPLEWHITE

ENGLISH PICTURES, BOOKS AND TAPESTRIES

FROM the time when books began to be made in the flat square form instead of the ancient roll, shelves and probably cabinets or cupboards were made for their reception. It was a matter of little difficulty to adapt either for the use of books, but in the eighteenth century, in the hands of Kent, Chippendale and Hepplewhite, the bookcase became a thing of beauty. The rare elegance and grace of line so characteristic of Hepplewhite are apparent in a bookcase of fine proportions, in mahogany of a beautiful colour, belonging to Messrs. Edwards and Sons of Regent Street, W., who recently had the honour of a royal visit. It is of the shallow break-front type; its four doors, glazed in panels of elongated octagonal and rectangular shapes, are surmounted by a delicate cornice with scrolled and square pediment. The scrolls end in volutes and pateræ with foliation at the inner curves and are connected by a leafy swag across the square plinth, decorated with a fine oval patera. The lower part consists of a two-door cupboard with four drawers on each side. The whole is of a most convenient size, being 7ft. 6ins. in height by 6ft. 6ins. wide and 14ins. deep. By Hepplewhite, too, is the set of two armchairs and ten single chairs. The art of Chippendale is evident in a splendid knee-hole writing table in mahogany, a triumph in compactness, convenience, magnificent design and craftsmanship. The front is of serpentine form with corner columns entwined with boldly carved conventional leaf and flower forms. These with the curves of the front and the shaped sides give an effect of clustering columns. The front consists of a drawer with a door below, flanked by three small drawers, and the base is enriched with a carved moulding. The top drawer forms the writing desk; the door below opens and can be pushed inside to form the knee-hole. It is most ingenious in arrangement, measuring only 3ft. 6ins. wide by 2ft. 9ins. high, while the depth is 2ft. In close proximity stands a bureau cabinet of William and Mary's time in olive wood, the upper part having doors with silvered glass panels under a double hood. These when open display numerous drawers, pigeonholes, receptacles and a cupboard with shaped panel. The lower part has a writing desk and drawers. It measures 7ft. high by 3ft. 4ins. wide.



A FINE HEPPLEWHITE BOOKCASE IN MAHOGANY.

Walnut furniture is a speciality of Messrs. Edwards and Sons. One of the special pieces is a splendid escritoire or secretary with decorations in "seaweed" marquetry in shaped panels, which, especially in the corners, closely resemble those in the escritoire belonging to Sir James Horlick, illustrated in COUNTRY LIFE, April 30th, 1921. In one of the principal panels small hunting figures are introduced. The seaweed is really acanthus foliage, so finely executed that it has a seaweed effect. Behind the doors is a series of drawers and a cupboard decorated with fine marquetry, one of the panels containing the letters B. H. with a crown or coronet above. The lower part consists of drawers decorated as the upper part and stands on "bun" feet. Many fine pieces of walnut are here, as well as satinwood and oak furniture of the earlier Stuart period, flower paintings, glass, lacquer and pewter.

On March 12th Messrs. Christie will sell wines and cigars, including some fine clarets the property of Mrs. R. A. Oswald of Auchincruive, and choice champagne, notably Perrier Jouet, 1911, belonging to another property, and some from the Portland Club; while there will be about a bin of Sanderson's port, 1896 and bottled two years later, belonging to Lieutenant-Colonel G. A. Gibbs, M.P. On the following day they will dispose of Oriental porcelain, objects of art and rugs, comprising some very fine Nankin china and bronzes. Old silver from various sources will occupy their galleries on March 15th, some of the features being a rare Elizabethan beaker (1599), a mug and two cups of the period of Charles II (1680 and 1684), a fine tea-kettle by William Fawdery (1715), and bowl by Edward Holiday (1715), of George I silver. On March 16th there will be a furniture sale from various sources, followed next day by an auction of modern pictures and drawings, the property of Mrs. Winstanley of Belsize Park and others, including the charming "Romeo and Juliet," by Frank Dicksee, R.A., one of the pictures of the year in the Royal Academy Exhibition, 1884, and Sir L. Alma-Tadema's "Hush! Baby sleep."

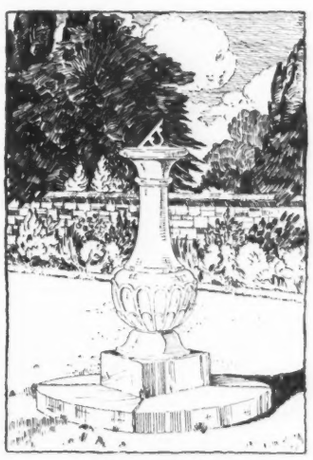
During the first and second weeks in May Messrs. Christie will disperse the pictures and drawings, engravings, porcelain and objects of art, silver plate and lace in the Burdett-Coutts Collection, and the books and autographs will be sold by Messrs. Sotheby as soon after as possible.

Books, tracts and pamphlets, autograph letters and historical documents will come under the hammer at Messrs. Sotheby's on March 13th. It includes the library of the late Austin Dobson, LL.D., comprising books by eighteenth century writers with presentation copies by modern authors, with inscriptions, such as the almanacks illustrated by Kate Greenaway. From another property come tracts and pamphlets dealing with the Reformation, and many autograph letters by John Locke and others, with an interesting minute book of the Mercers' Company of Coventry (1602–1760) relative to affairs of municipal and national interest, hitherto unpublished, and of great importance to the history of Coventry. On March 17th they will sell English furniture, porcelain, and fifteen tapestry panels, the property of Rosalind, Countess of Carlisle, and removed from Castle Howard, for which they were bought by Henry, fourth Earl of Carlisle, about 1750. The most interesting series is three hangings representing the story of Hero and Leander, which have the narrow formal borders as well as the St. George Cross found on other Mortlake tapestries of the period. Another set of great importance shows Queen Anne receiving the tribute of the three continents, Europe, Asia and Africa; standing with sceptres of the four kingdoms and extending one over the seated figures of the Continents, and sitting on the throne with Marlborough, while a seated figure displays the Crown jewels at her feet. The borders are of arabesques, flowers and trophies.

The Bohn sale of autographs, which was to have taken place next month at Messrs. Knight, Frank and Rutley's, Hanover Square, has been postponed to May 12th. It is an interesting coincidence that in the centenary year of Shelley's death the holograph of his will and other documents in his writing should come into the sale-room. Many letters of his contemporaries, Leigh Hunt, Samuel Taylor Coleridge, Wordsworth and Southey, will appear in the catalogue.

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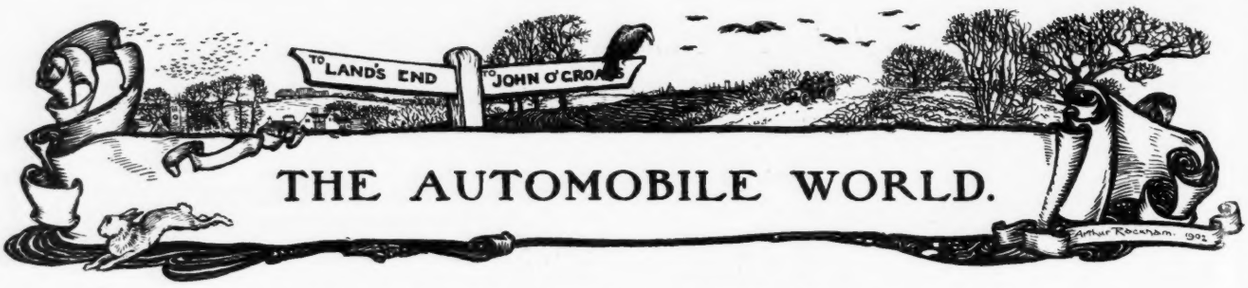
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THE 15—30 H.P. ARGYLL CAR

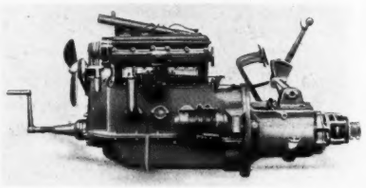
THE Argyll factory at Glasgow was one of the first that turned out an entirely British motor car, and the modern Argyll car adds to the pride of an uncommonly long ancestry the interest of a unique power unit and many commendable features of individuality in its over-all design. Belonging to the always popular medium-powered class of car (the engine is rated at 15.9 h.p.), the Argyll is a notable member of a class which it did much to popularise, and the standard of workmanship and design manifested in it is such as to ensure it a creditable position among the productions of the British automobile industry generally. In its modern form, the car made its *début* at the 1920 Scottish Show. It was at the White City last year, and at the recent Scottish Exhibition its makers were enabled to announce that the works were in full swing and a satisfactory rate of production had been attained.

The engine is made under the Burt McCullum patents and, although not new, has undergone several important modifications in this its latest form. The special principle of this engine is the replacement of the ordinary valve gear by a single sleeve between piston and cylinder. At the top of this sleeve are cut ports which serve both inlet and exhaust functions, and, as a result of the special shape of these ports, it is claimed that the desirable turbulence of the gases is considerably and favourably increased. It may be pardonable to venture into a small digression and to point out that the efficiency of an internal combustion engine depends upon the turbulence or whirling of the gases immediately these are introduced into the cylinder, as much as, and perhaps more than, on any other single factor. As this is a fairly recent discovery it is probable that its beneficial presence in the case of the Burt engine was an accidental, rather than a deliberate, result in the case of the first designs, but this, of course, does not in any way detract from its value.

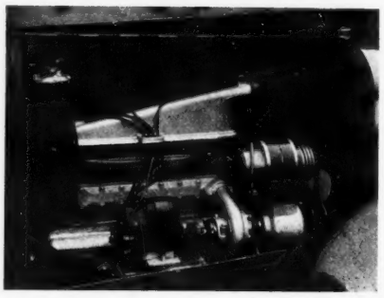
The turbulence is still further increased to some extent by the peculiar action of the sleeve, which is operated by a miniature crank-shaft which replaces the cam-shaft of the ordinary engine. To a lug on the base of each sleeve is attached a small connecting rod to the throws of the cam-crank-shaft. The effect of this coupling is that the sleeve is given an oscillating as well as a reciprocating motion in the cylinder; that is to say, in addition to moving up and down in the cylinder it rotates horizontally within a small arc. Beyond the effects of this motion on the incoming charge it is claimed, with very good reason, that the wear of the piston and the cylinder walls is enormously decreased because their lubrication is so much improved. Obviously the twisting motion of the intervening sleeve has a beneficial effect on the distribution of the oil as compared with the distribution that would ensue from a straight up-and-down movement.

Of the general constructional features of the engine the four cylinders (80mm. by 130mm.) form a monobloc iron casting and have a detachable head in which are mounted four large caps immediately over the pistons and acting as carriers for the sparking plugs. The water circulation is by pump, the cooling being assisted by the usual fan. On the near side of the engine is the carburettor, bolted to an induction pipe passing through the exhaust manifold. On the opposite side of the engine is the water pump driven by chain from the crank-shaft, a continuation of its spindle through a vernier coupling providing the magneto drive. Both fan and dynamo, the latter mounted on the top of the distribution gear-case, are driven by their independent belts. Engine lubrication is, of course, by pressure, there being two plunger pumps carried on the lower half of the crank case, which constitutes the sump.

A feature of the exterior of this Argyll unit is its clean and neat over-all appearance, which is carried right through to the gear-box, which, with the engine, constitutes a single unit. The clutch consists of a single steel driving disc with Ferodo friction surfaces running dry. Four speeds and reverse are provided by the gear-box, which is of the constant mesh pinion type; that is to say, the gears are always in mesh and the different ratios are secured



Carburettor side of the Argyll engine, showing oil filler and breather, the position of the starting motor and the unit construction of engine and gear-box.



A very neat and compact unit with plenty of room under the bonnet is formed by the Argyll engine.

by sliding dog clutches, a system that has many advantages over the commoner sliding pinion arrangement, primarily in making possible the use of shorter shafts and in ensuring an easier gear change that reduces the likelihood of damage through careless handling.

From the gear-box final transmission to the spiral bevel rear axle is through a propeller shaft enclosed in a torque tube, at the forward end of which is mounted the brake compensating and adjusting mechanism, both ingenious and neat, as may be judged from the plan view of the chassis. The back axle is of the full floating type, *i.e.*, the driving shafts take none of the weight of the car and the whole of the driving gear and differential mechanism can be removed without previous dismantling of the road wheels.

Suspension is by semi-elliptic springs in front and cantilevers in the rear. Steering is by worm and worm wheel, adjustable for wear, while the column is also adjustable for rake.

ON THE ROAD.

The dominant note in the performance of the Argyll on the road is undoubtedly the flexibility of the engine and its pulling powers at low speeds. Negotiation of Glasgow traffic is always something of a problem to the man who is not used to it, and is anything but a pastime to one who has been born and bred among it. The car that can be taken through the main streets of this tram-infested town,



THE 15—30 H.P. ARGYLL ON THE ROAD.

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Six Cylinder Motor Carriages

Unrivalled !

Gradually, yet surely, there is increasing recognition of the supremacy of the 40/50 h.p. Six Cylinder Napier.

By its general all-round excellence the Napier has proved itself—in the hands of users, and under the official observation of the Royal Automobile Club—the best of the super cars.

In design it is more advanced than any other car in the world. Its high grade workmanship and material is traditional. It has officially proved its reliability, speed, economy and hill-climbing capabilities—a run will convince you how vibrationless, silent and comfortable it is.

There is no other car in the world—no matter its power, cost, or reputation—to approach the British built Napier—the *proved* best.

Under the official observation of the Royal Automobile Club the Napier covered **2,118 miles**—including **70,000 feet** of **Alpine Climbing**—at a **petrol consumption** of **18.7 miles per gallon. No water** or **oil** was added during the progress of the trial, and **no work**—beyond oiling and greasing—was done to the car. **Speed** on Brooklands **72.38 miles per hour.**

Dunlop Tyres are the standard fitment on the 40/50 h.p. Napier.

It is a splendid achievement on an absolutely standard car.
"Sketch," 4-1-22.

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Refinement in a car body is usually associated in one's mind with the same quality in the chassis, and from the appearance of the Vauxhall you can safely argue a well-balanced combination of good points that pleases the connoisseur.

But *trying* is the test. Ask us to arrange for you to try either the 25 h.p. Vauxhall-Kington car or (if the sporting type is your preference) the 30-98 h.p. Vauxhall - Velox

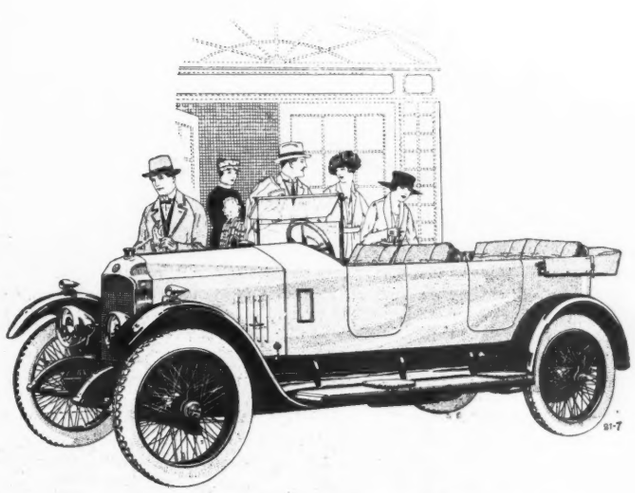
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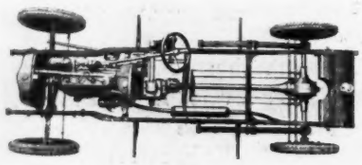
Vauxhall
THE CAR SUPEREXCELLENT



THE 25 H.P. VAUXHALL-KINGTON OPEN CAR, SEATING 5, £1100.

with its almost blind pedestrians entirely indifferent to the presence of other traffic, must be a very easily controlled car, but I know it can be done with an Argyll on top gear only, because I have seen it done. I doubt if there is another four-cylinder car that would do quite so well, in spite of the enormous improvement that has taken place within the last year in this aspect of four-cylinder engine performance.

As Glasgow is left behind the real open country is none too rapidly reached, and there is much winding and twisting along narrow highways to be endured,



Plan view of the Argyll chassis, showing the brake-operating and compensating mechanism.

but such difficult and normally unpleasant going was welcome, because it gave generous opportunities for ascertaining and further confirming the impression already formed of the uncommon flexibility of the Argyll engine and also served to demonstrate that the general control and road-holding of the car were of a very high standard. Roll with the cantilever springs was hardly noticeable, and if the steering was a trifle stiff, it was obviously due to some mal-adjustment or failing with the particular car on test and was not the result of any inherent weakness of design.

It was a long time before the opportunity arose for ascertaining the speed capacity of the car, and when it came it was disappointingly short lived, but 47 or 48 m.p.h. seemed to be well within the capacity of this 15.9 h.p. engine with its generously dimensioned and robustly constructed body. At 42 m.p.h. or thereabouts the engine was rather noisier than might be expected from one of its size and type, but as this speed was exceeded the noise decreased and the engine returned to the smooth and vibrationless running which characterised it at speeds up to 35 m.p.h. In the matter of hill-climbing no really serious tests were possible, for between Aberfoyle, in the heart of Rob Roy's country, and Glasgow there was no main road hill that called for anything lower than third speed. The change down was certainly very easy and the clutch was a pleasure in operation.

A word must be devoted to the body-work of the Argyll. Its over-all lines present that dignity and sense of solidity as contrasted with rakishness which seem to be falling out of favour nowadays. The interior accommodation is generous in its roominess, although we would venture to suggest that lower placing of the seats themselves would be more in accordance with modern ideas and would ensure better protection for the occupants of the car. The upholstery and the interior fittings are all of excellent quality, and there is no suggestion of skimping in any detail; in fact, the body is a fitting complement to its chassis, for both manifest a robustness of design and a generosity in the employment of material that appeal to all careful critics, and are too often lacking from the cars of 1922.

W. H. J.

AVERAGE SPEED AND SAFETY

THE article in the last two issues on the general question of average speed on the road has called forth from a correspondent the following letter:

SIR,—Is there, or is there not, a legal limit of speed for motor traffic upon the public high roads? I ask, because the excellent writer of your article, headed "Average Speed," speaks of speeds of 40 to 50 m.p.h. as if habitually to be used, and not subject to any restriction prescribed by law for the general public good. If there is such a restriction, it is surely not right that it should be habitually disregarded by a certain privileged class of people who own and travel in motor cars. The example is a bad one to set to the rest of the population, many of whom are only too ready to follow suit, and set the law at defiance.

Many of us think that the most sensible arrangement would be to have no speed limit at all upon open country roads, but a uniform limit of 10 m.p.h. in *all towns and villages*. After all, only about one-ninth of the population make use of fast or pleasure motor traffic; while the other eight-ninths go mostly on foot, and these are surely entitled to some such safeguard in the streets in which the great majority of them do their business or dwell.—LOWTHER BRIDGER.

This letter has the interest of coincidence in addition to that belonging to the points that it raises; for it was my intention after writing the article on Average Speed to follow it by another dealing with the question of the relation of speed to the safety of all road users, a question that arises naturally from any discussion on speeds as practised by the average driver. But let us take the various points of the letter as they stand.

The writer asks rhetorically if there is a legal speed limit for motor traffic. The answer, of course, is in the affirmative, as also is the answer to the question: Is bathing in the sea prohibited by law? The two cases, indeed, have much in common. It was, I believe, in the reign of George III that bathing in the sea was declared illegal and the law still stands. It was considerably later—to be precise, 1903—that it was declared illegal for any mechanically propelled vehicle to be driven on the highway at a higher speed than 20 m.p.h. But the conditions that caused these two enactments and were conducive to their observance have long passed away. From the point of view of the change in those spheres of life that are concerned, the twenty years from 1903 are almost as prolific as, say, the fifty years following the death of George III. A law that is based on archaic conditions, and of which the basic justification has entirely disappeared, is a law that will always be honoured more in the breach than in the observance.

THE CHANGES OF TWENTY YEARS.

In 1903, 20 m.p.h. seemed a very fair and, indeed, a fairly high speed to be maintained on the highway. The majority of highway traffic at that time was travelling fast if it attained half this figure, although some of the racing cyclists considerably exceeded 20 m.p.h. in their wonderful record runs. These, however, were exceptional and isolated performances, not sufficient to affect the case as a whole.

In 1903 a motor car travelling at more than 20 m.p.h. was, if not exactly dangerous, a machine over which the driver's control was something of a problem. Bringing the 1903 car from a speed of 20 m.p.h. to a standstill in its own length was a bare possibility, but not by any means a probability. Nowadays it is a comparative certainty.

Not only have motor cars themselves altered, but what is more important, the conditions of the highway have altered. When motor cars constituted an infinitesimal proportion of the total traffic on the road their regulation and control were justly based and interpreted on very different lines from those necessary to-day, when by far the greater proportion of road traffic is mechanically propelled. With an enormous improvement in the speed capacity of motor cars has come a corresponding and, indeed, an inevitable improvement in their control. It is probably no exaggeration to say that the average car of to-day is more controllable at 40 m.p.h. than that of 1903 was at 20 m.p.h.

THE FUTILITY OF A 20 M.P.H. SPEED LIMIT.

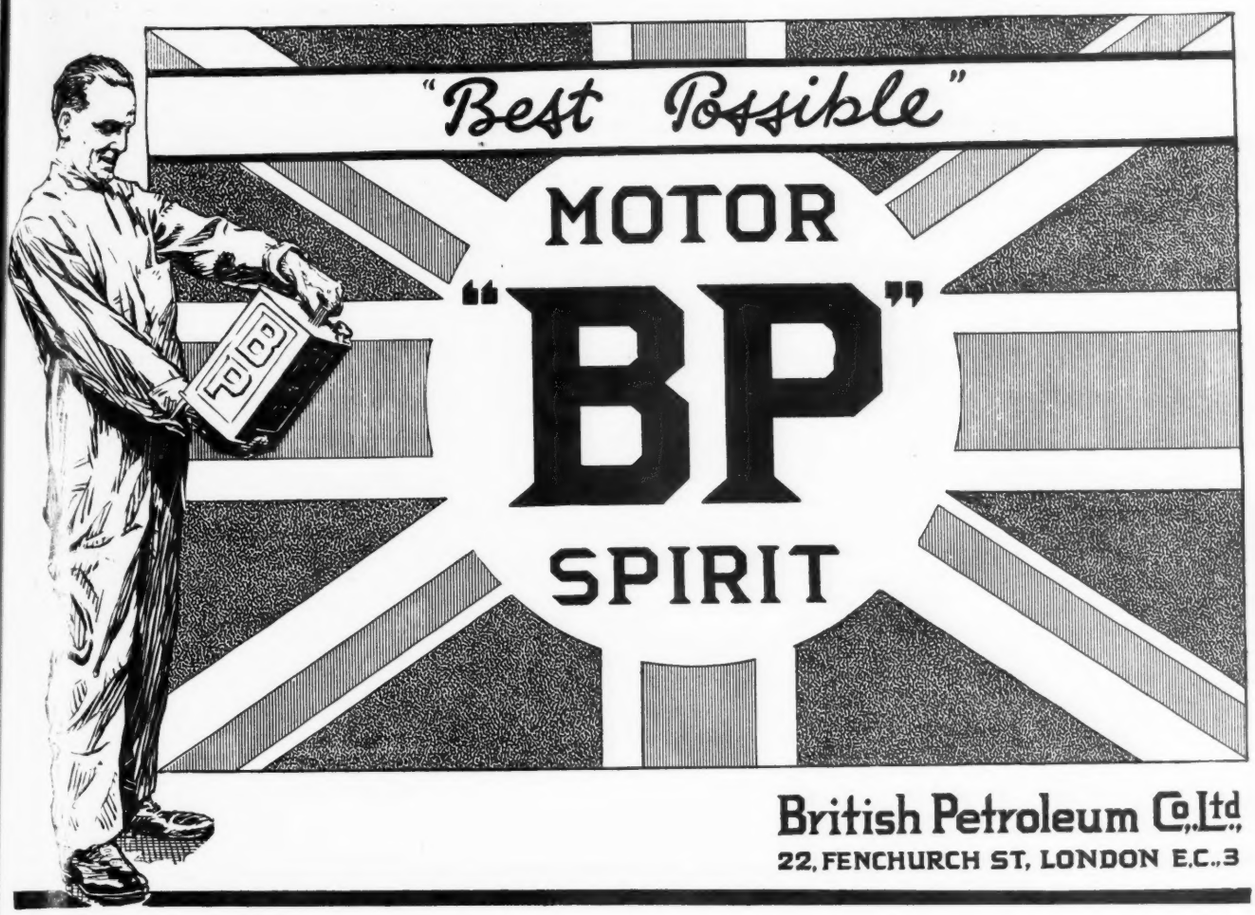
Thus it is that the 20 m.p.h. speed limit is not merely effete, but is unofficially admitted to be such by all highway authorities and by the police, through whom they act. "Trapping" of motorists exceeding the speed limit of 20 m.p.h. is now practically finished. In few districts—even those of which the authorities boast of their persecution of motorists—are police traps now heard of, and even in the notorious Kingston area of Surrey a straightforward police trap is a comparatively rare occurrence. Granting that whenever a motorist exceeds 20 m.p.h. he breaks the law, it is surely a fact that never a motor car or motor cycle is taken on to the road without its driver breaking the law. He may not do it by a great margin, but anyone who has sat at the side of a driver will realise that to keep within the 20 m.p.h. limit anywhere and everywhere and under all conditions of road travel is a stipulation as absurd as irritating in its observance.

ABOLISHING THE SPEED LIMIT.

As Mr. Bridger points out, there is a general feeling that the speed limit ought to be abolished, and the movement having this end in view is one to which we have referred on several occasions. Unfortunately, there is one very strong objection to the total abolition of the speed limit which is at present under consideration. If it is abolished it will be replaced by the existing Dangerous Driving Clause, under which a conviction may be secured against a driver of a motor car on the evidence of a single police constable. This is an impossible position. The country policeman, looking for a case to justify his existence, has only to stop the first motorist he sees and swear in a court of law that he was driving to the common danger, and the result will almost certainly be a conviction, for, although dying, magisterial prejudice towards and appreciation of motorists as a convenient source for the replenishment of a depleted exchequer are by no means extinct. Therefore, for myself, I am convinced that the time is not yet ripe for the total abolition of the speed limit.

But it ought to be raised immediately. The average driver is perfectly content with travelling at 30 m.p.h.; the great majority, indeed, do most of their motoring at speeds between 24 and 27 m.p.h. Therefore, let the speed limit be raised to 30 m.p.h. until such time as the public and the authorities are educated to a recognition that the speed limit should be abolished altogether and that a conviction for dangerous driving must rely on more evidence than that of a single policeman.

The *ideal* we look for is the total abolition of the speed limit and the modification of the Dangerous Driving Clause so that the evidence of independent witnesses shall be necessary to secure a conviction. If and when such desirable progress be effected, by all means let it be accompanied by a drastic stiffening-up of the penalties for dangerous driving. Knowing that he can be convicted only for driving that is *really* dangerous in the opinion of several witnesses, and that if



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convicted the penalty will be really sharp, the man who is inclined to take unjustifiable liberties on the road will be brought to his senses more effectively than would be possible by any other means.

SPEED IN TOWNS AND VILLAGES.

A general speed limit of 10 m.p.h. in all towns and villages not only is, but always will be, absurd. In some towns and villages at certain times a speed of 5 m.p.h. is highly dangerous; in others, or in the same at different times, a speed of 35 m.p.h. is perfectly safe. As examples of the first, consider the streets of any Lancashire township on a Saturday night; for the latter consider a highway like Castlenau from Hammersmith to Barnes, or the Thames Embankment in the very early morning. To give a more moderate example, take any of the highways connecting important Lancashire towns which are themselves through town areas for their whole lengths, as, for instance, the road from Ashton-under-Lyne to Manchester, on which quite a fair speed may be maintained with safety to all.

The point of Mr. Bridger's last paragraph indicates or rests upon a dangerous fallacy. It may be true that only one-ninth of the population make use of motor traffic; it may be true that the other eight-ninths go mostly on foot. What is not true is that the one-ninth and the other eight-ninths always indulge in their respective means of progression at the same time and in the same place. The speed of a motorist on a deserted stretch of the Yorkshire moors is not likely to concern the pedestrian worming his way across Piccadilly Circus or through Trafalgar Square. This illustration, which may be rather far-fetched in itself, really illustrates the whole subject very well and emphasises how difficult it is to settle the problem by any casual and definite ruling. What matters is not the proportion of motorists to the total population, but the proportion of motorists to other users of any particular section of road at any particular moment.

CIRCUMSTANCES ALTER CASES.

The circumstances of each particular case contain the crux of the whole matter, and probably Mr. Bridger has entirely overlooked the main point of the article which gave rise to his letter. In that article the writer tried to demonstrate how everything depended on circumstances, which latter were divided into three heads: (1) The nature and conditions of the road; (2) the capacity of the driver; and (3) the controllability of the car. A car that is difficult to control and is in the hands of an incapable driver would be a very dangerous machine anywhere and everywhere, and, indeed, ought not to be allowed on the road at all, irrespective of the speeds at which it might travel. But to argue that because under certain circumstances—as in a crowded town street—a speed of 5 or 6 m.p.h. might be dangerous, therefore no cars should be allowed to exceed 20 m.p.h. on a deserted straight stretch of country road is, I venture to think, quite absurd.

Reverting for a moment to the one-ninth and eight-ninths illustration, if there are eighty pedestrians concentrated in one particular section of road of, say, 30yds. in length, it would obviously be dangerous and criminal for ten motorists, each driving a car, to attempt to negotiate that stretch of road at 20 m.p.h. Except under such absurd circumstances, I do not consider that the illustration given has the slightest point or value.

THE AMENITIES OF THE HIGHWAY.

No one is more vigorously opposed to anything and everything which has the slightest savour of road-hogging than all who have any responsible voice in controlling the progress and destinies of motordom. Our two leading organisations, the Royal Automobile Club and the Automobile Association, are always anxious to hear from other road users of cases of dangerous or inconsiderate driving by motorists, and where any useful purpose is likely to be served they are willing to undertake prosecution.

Speed and danger are two very different things which do not by any means go hand in hand. I have seen more really dangerous situations created by a cyclist or a lumbering horse-drawn vehicle turning unexpectedly out of a by-lane into a main road than by any other single circumstance. Always assuming that the driver is capable, the controllability of a vehicle seems to improve in direct ratio to its speed, as, of course, it ought to do.

As a concluding word, I would like to refer to a phrase in Mr. Bridger's letter: "Speeds of 40 to 50 m.p.h. as if habitually to be used." The whole point of my article was that such are not to be used habitually, but may be, and are, used with perfect safety subject to restrictions imposed, not by a legal anachronism, but by the conditions of the road, the controllability of the car and the capacity of the driver. There is all the difference in the world between suggesting that on a perfectly open moorland road a speed of 40 or 50 m.p.h. may be indulged in for a few moments, and stating that a stretch of 40 or 50 miles can be covered within an hour along a road that leads through several towns and villages, or is otherwise thickly populated. In a word, the legal restriction of 20 m.p.h. is effete and absurd, but natural restrictions must always exist and must be observed; and it is because there is so much variance between the legal and natural restrictions and because the latter are immutable that the former must be modified. W. H. J.

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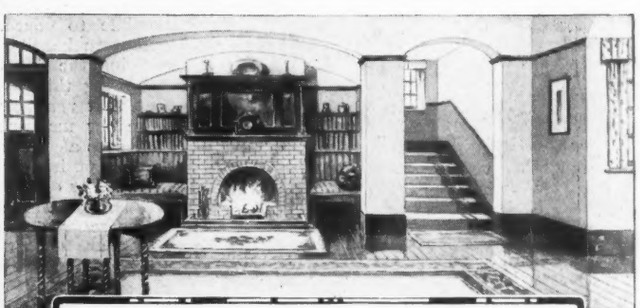


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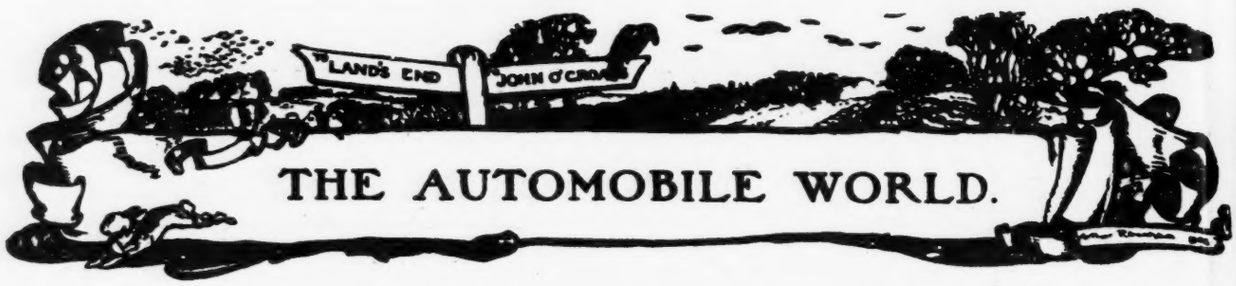
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THE AUTOMOBILE WORLD.

AN ELEGANT TWO-SEATER

WHAT is probably the most magnificent and the most elaborately equipped open two-seater car on the road is a Rolls-Royce belonging to Mr. F. Lionel Rapson, to whose design the body was constructed by Messrs. Barker and Co. The accompanying illustrations show various details of this body which, however, call for some further comment. In the first place there is its all-over appearance, which, as will be seen, is particularly elegant, although perhaps it might be suggested that the line from the top of the radiator to the back of the body could be improved were the driving compartment not so high. Alternatively, a straight line from the top of the radiator to the bottom of the windscreen would avoid the break that at present occurs between bonnet and scuttle, although a straight line such as that suggested might be subject to the further criticism that it was rather too steep to accord with modern ideas and practice in this matter. Of the details of the car that may be seen in the broadside view, the mounting of



The off-side of the elegant two-seater, showing lavatory basin with hot and cold water and the central panel of the back of the seat pulled forward to act as an arm-rest or table.

the A.A. and R.A.C. badges and of the mascot is notable. One side lamp bracket carries the R.A.C. and the other the A.A. badge; between the two is a mascot which is additional to the Rolls-Royce mascot on the radiator. Ventilators for the driving compartment are to be seen, one at the base of the windscreen and another immediately behind the spare wheel; both of these may, of course, be closed or opened at the will of the driver. The windscreen



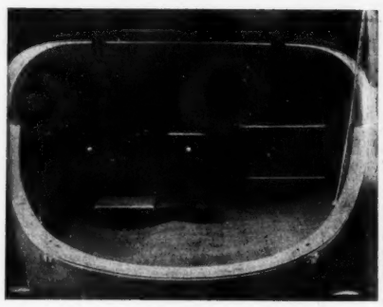
A close-up view of the near-side of Mr. Rapson's Rolls-Royce, with the various compartments open, showing, among other details, the lever for the operation of the head lamps (just in front of the horn bulb), and the shelf sunk into the dash.

has four panels, each of which is adjustable quite independently of the others. The depth of the door is quite unusual and the effect of it is to afford one of the most comfortable driving positions that it is possible to conceive, which is to some extent further illustrated by the two views showing the doors open. It is a rather surprising thing, which is nevertheless a fact, that very few body-builders or complete car manufacturers will fit a body with such a comfortable and well protected driving position unless it be specifically designed or ordered by the purchaser.

Behind the door and hood may be seen two panels in the side of the body, which are shown open in another illustration. The upper of these communicates right through the body of the car and may be used for the carriage of tools and spare cans of petrol, etc. The lower compartment on the near side of the body is merely additional tool space. That on the off-side contains a hand basin, with hot and cold water laid on. The water is obtained from a tank carried at the rear of the driving seat, which is heated by the exhaust on the turning of a by-pass by the driver. The tail of the body consists of another roomy compartment for the carriage of personal luggage, etc., and has mahogany doors and a small cupboard in its main panel, as is shown in another illustration.

It goes almost without saying that the car is fully equipped with all the well known Rapson accessories—a Rapson jack may be seen in the tool compartment, and the same view also shows the lever for dipping the head lights just in front of the horn bulb. Careful inspection of the instrument board in this view will show that between the door and the steering wheel is the rim of a shelf which may be pushed right into the dash when not in use, or may be withdrawn when required to act as a table so that food may be enjoyed in the car. The view taken from the other side of the car shows that a panel in the back of the seat may be pulled forward, and when in this position it acts as an extra table or an arm-rest, as well as exposing the water tank behind it.

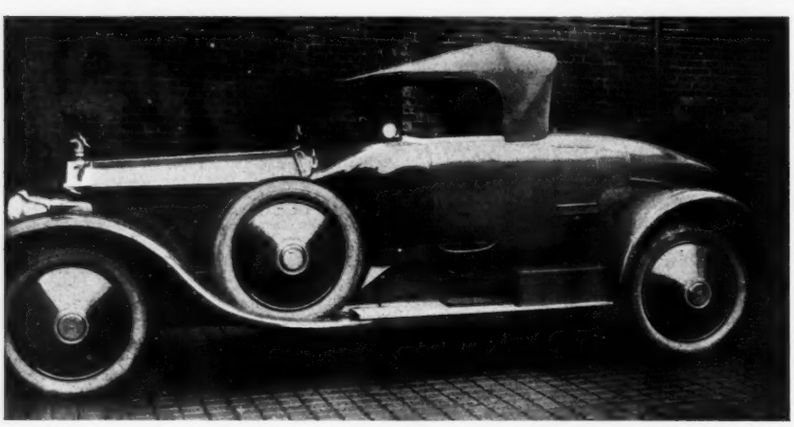
It would be difficult to conceive of any possible and useful refinement to a



Looking into the rear compartment.

motor car which is not to be found on this Rolls-Royce, and for high-speed, long-distance touring the car approaches as near to perfection as any car is ever likely to approach. The very deep seat and the neat design of the hood, combined with the four-panelled windscreen, give most unusual weather protection, while the ventilating arrangements prevent uncomfortable warmth of the passengers in unduly hot weather.

Besides marking a new note in body-work, this two-seater distinguishes its designer and owner as a man of discriminating tastes and exceptional knowledge of automobile ideals. The hot and cold water arrangement may not appeal to everybody, but with this exception every detail of the car, as well as its *tout ensemble*, is such as to give it an immediate appeal to all who can appreciate something better than the average in motor car comfort. Moreover, the achievement is anything but an easy one, as is witnessed by the scarcity of what once seen appears to be a practically obvious and simple design. The securing of such deep seating, without impeding the control of the car, is comparatively difficult of accomplishment, and both designer and maker of this body deserve congratulation.

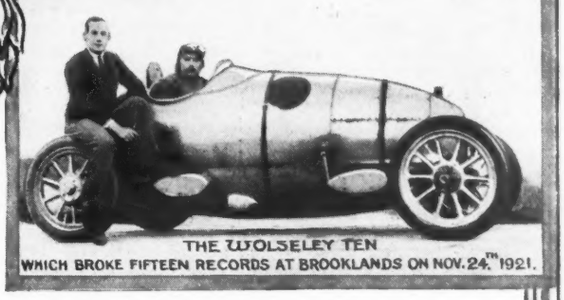


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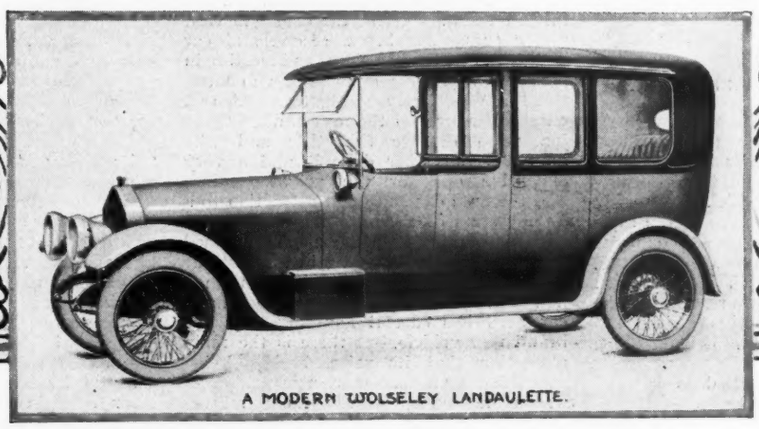
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A MODERN WOLSELEY LANDAULETTE.

IMPROVED SIGNPOSTS

WITH the general speeding up of the traffic on our country roads, the ordinary signposts to which we have been accustomed in the past are no longer adequate. They suffer from three main defects. In the first place, the lettering of the arms is often indistinct or too small to be read in a second as one passes in a car; the signposts themselves are often inconspicuous, so that the traveller has passed the post before he has realised its presence; and, finally, the arms of the posts are generally placed at the same level, so that it is impossible to read all the arms, when these are more than two in number, without walking round the post. It may be remembered that rather more than a year ago the Automobile Association put forward a new design of signpost which suffered from none of these defects, and, further, the Automobile Association offered to signpost the main roads of the country, either entirely free of charge to the authorities concerned or at a considerably reduced price. On account of the obstinacy of certain authorities the A.A. scheme proved abortive, for obviously it would be absurd to signpost part of a main road when the whole could not be covered.

It will also be remembered that one of the multifarious schemes of the Ministry of Transport for getting rid of the enormous income obtained from the taxation of motorists was the classification of the roads. Roads were to be divided into three classes—A, B and C—the first being important arterial main roads, the second main roads that do not connect important towns, or secondary roads, and the third minor cross country roads and all roads that do not fall into one of the first two classes. The classification of roads has been proceeding apace, and most of the main roads of the country are now numbered in accordance with the scheme, although actual improvement of the roads is a long time coming.

The road between Banbury and Warwick has long been one of the worst kept important highways of the country. Never very well constructed, that part of it which lies within the County of Warwick has long been neglected and its condition can only be described as atrocious, but while passing along this road recently we noticed that the signposts



A NEW SIGNPOST BEARING THE ROAD CLASSIFICATION NUMBER.

have apparently been given some attention. As was suggested by the A.A., the posts proper have been painted in alternate black and white rings, which enormously increase the conspicuousness of the signposts, especially at night time; the lettering of the arms has been repainted, although not enlarged, as is necessary; but the arms themselves remain in the old and antiquated position at the top of the post at the same height; but, most interesting of all, practically every signpost on this road is labelled A 46.

This denotes that the road is a first-class highway and is numbered 46 in that classification. It is very comforting and useful information to the motorist who, travelling along the road, feels at every other yard a terrific shock through the whole of his car, due to the surface of a road that, if he had been judge, he would certainly have classified no higher than very poor tenth class. Now that the Warwickshire County Council have taken the trouble to notify travellers that this highway from Banbury to Warwick and through Warwick to Kenilworth is a first-class road, how long will it be before they set to work to justify the classification which at present means so little?

Another and more useful innovation is to be seen on the Maidstone—London Road, about nine miles from the former town where the road to Sevenoaks branches off from the straight road to London. This corner has long been very well signposted, as may be seen from the illustration, but the recent addition is something more than an ordinary signpost. It is indeed a "road lighthouse." The two arms, which actually consist of the two



A WELL SIGN-POSTED CORNER.

This corner, on the Maidstone-London road, already well sign-posted and having an A.A. telephone box and a lamp post, is now possessed of the first "road lighthouse" to be erected in England (see accompanying note).

sides of a triangular box, have their lettering in the form of transparent glass, and in the box is an acetylene flame which, controlled by clockwork mechanism in the base of the pillar, flashes every second. In the daytime this signpost is not so conspicuous, perhaps, as those at the side of it, but at nighttime its flashes will be seen by one approaching it long before the lettering is visible, so that the driver's attention will be called to the fork in the road, and as he approaches the fork, at least one flash will have enabled him to read the indication of the destination of the two meeting roads.

This signpost may well mark the beginning of a new epoch in night travelling; for we ourselves, in common with others, have often lamented the absence of illuminated signposts on our roads at night. It is hardly probable that the presence of such a signpost is likely to increase the romance of night travelling and to give to road users quite the same feelings as are experienced by the mariner when he detects the beams of a long sought coastal beacon, although such an imaginative picture has been drawn by a daily paper in describing this erection. But whatever its poetical or romantic associations, either in the present or in the future, an illuminated signpost of this character will be a great boon to all night travellers, and we can only hope that the enterprise which has led to the erection of this pioneer at an already well signposted corner will be extended to other roads which are not so well charted as this main road between the capital and a coastal port.

Not having seen the post at nighttime, we cannot speak from experience as to the efficiency of its illumination, but judging from its working in the daytime, we would suggest that if the illumination be made a little longer it would be a distinct improvement. The permissible duration between the flashes depends, of course, on the road and on the length of time during which a driver may see the signpost before he is actually up to it. The flashes should be so timed that a driver approaching the point at, say, 25 m.p.h. should be able to see at least five or six flashes before he is level with the post, so that he may be given every chance of becoming aware of its presence, and then a little longer flash would very much facilitate his reading the wording. As the present post has only two arms, it should be possible to read both with the flash of one-tenth of a second duration; but in the case of posts with four arms, *i.e.*, with a square instead of a triangular box, a longer flash might quite well be advisable. At present the lighting is working both night and day, and the consumption of gas, of which 80 cubic feet is contained under pressure in a metal cylinder, is such that the lamp will burn for four months without attention.

BUYING OR SELLING A SECOND-HAND CAR.

IN pre-motor car days the reputation of the average horse-dealer was anything but enviable, and it must be confessed that to some extent his pall has fallen on his successor, the dealer in used motor cars. Buying a secondhand car is quit eas tricky a business as investing in the proverbial horse, or "pup." Of course, there are perfectly straightforward and reliable dealers, but the task of discovering just who deserve this title and who do not is a rather difficult and a very expensive one for the private owner. But the used car is a great attraction to a large section of the motoring community, and for ourselves we are always inclined to advise a man investing in his first car to buy a secondhand one rather than a new one. Not only does the secondhand car need less careful handling than the brand new vehicle, but there is the main attraction that its price, besides being much less than that of a new vehicle of the same make, guards its purchaser from such of the very heavy loss that can be in curred through depreciation.

But of all people the novice is the very last who should invest in a secondhand car without independent advice, and it is because that independent advice is available, free of charge, that the Show of Secondhand Cars, opening at the Crystal Palace on March 27th, should appeal to the economically minded purchaser of his first car. This Show is not the first of its series, and the last attained a measure of success that fully justified the enterprise of its promoter, Mr. William Glass. To the purchaser such a Show has some very definite points in its favour—it gives him the opportunity of seeing all classes of vehicles ranged side by side and of forming a fairly sound opinion as to the average secondhand value of the various cars staged. Last year's Show comprised all sorts and sizes of vehicles, from a splendid Rolls-Royce and a huge Fiat racer to light-weight motor cycles, and

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A Barker Coach of 1722

·ADAMS·

there was also a section for commercial vehicles. This year, entries are said to be already more numerous than they were last.

Every exhibit has attached to it a certificate of an expert who has examined it carefully and who has tested it on the road. Thus, the purchaser has offered to him independent evidence of the quality and condition of any car that takes his fancy. He has not to rely on the prejudice and the misleading eulogies of the vendor, but on the independent evidence of those whose object it is to make the Show a success, an object which they realise can best be achieved by candour and honesty in their reports on the exhibits. The "vetting" of the entered vehicles is most carefully and most conscientiously conducted, and judging from the remarks as to the general and detail condition appended in the remarks column on some of the cards attached to the exhibits at the last Show, not only had candour been freely employed, but the examination of the exhibits must have been most thorough and efficient.

The man who has a secondhand car for disposal should find in this year's Show a particularly useful market. It occurs just before Easter, at a time when the motor trade is always busiest, and at the beginning of a quarter for taxation purposes. The vendor gives to the promoters of the exhibition the price that he hopes to get and, if he so wishes his minimum for the car. On receipt of the entry form the promotors will inform the vendor what entry fee they will charge for the car, the first car entered of any particular make to be exhibited without fee. If the fee named is not acceptable to the owner, he may, of course, decline to exhibit. The price asked at the Show is one decided by the exhibitors, which allows them a margin above that asked by the vendor; and in the event of a sale the price asked by the vendor, plus half the entry fee, is returned to him. In the event of no sale there is no charge in addition to the entry fee, while the car is cleaned on arrival at the Crystal Palace and kept cleaned during the progress of the Show.

The Speed of Heavy Vehicles.

WHATEVER may be said in favour of, or against, the breaking of the speed limit by the pneumatic-tyred private car or motor cycle, excessive speeds by heavy commercial vehicles with solid tyres are on quite a different footing. It is probably open to controversy whether a heavy vehicle can be controlled so well as a private car; personally, we think it cannot, but are open to conviction to the contrary. In the case of these heavy vehicles, the evil resulting from a speed in excess of the legal 12 miles an hour is more intimately concerned with the roads themselves than with the users of those roads. Except where roads have been allowed to fall into neglect, or have been badly repaired, the greater part of our unsatisfactory road surfaces to-day may be attributed to the use of those roads by heavy solid-tyred vehicles travelling at high speed. Last summer the Somerset police were very active against drivers of commercial vehicles at speeds in excess of the correct legal limit—*i.e.*, 12 miles an hour for those exceeding 2 tons in weight, and 5 miles an hour for those exceeding 5 tons in weight.

We are glad to hear from the Automobile Association that the Hampshire police have received instructions to take urgent action in the case of heavy vehicles exceeding their statutory speed limits within the Hampshire area. What the attitude of the Hampshire police has been towards road users in the past we cannot say from experience, but we do know, both from our own experience and from that of acquaintances, that the police in other parts of the country have been very much inclined to shut their eyes to abuse of the speed limit by drivers of heavy vehicles, even when they have been keen on enforcing the law in the case of private car drivers.

Standardisation and the Size of Car Instruments.

A LINE of progress that is being welcomed by all motor car owners and users is the effort towards standardisation of parts. Although it is by no means complete, nor as yet endowed with entire success, manufacturers are gradually agreeing upon certain sizes for such component parts as are common to various cars, and are also standardising the various parts of their own cars. This latter seems so obvious that the layman says little except to express a wonder that it has been so long in coming; but even yet a spare part ordered for some British cars cannot be relied upon with absolute certainty to fit in the place where they are intended to go. The absurdity and inefficiency of manufacturing methods which allow this state of affairs is too obvious to need comment, and this kind of standardisation is inevitable, although it is much slower in materialisation than one could hope.

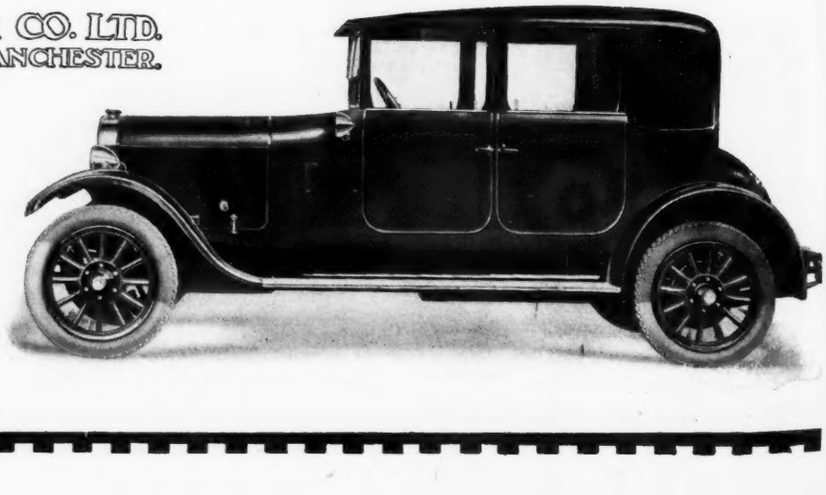
Different and of a more difficult kind is the fixing on sizes for various components made by other manufacturers. So long as cars are not all of the same size such things as tyres, for instance, must vary accordingly, and in this respect the British Engineering Standards Association, incorporated in 1918 for the establishment of standard sizes for component parts in all branches of engineering, is doing much good work. Tyre sizes are being reduced in number and are being more definitely

The Austin Twenty

The 'Ranelagh' four-door coupé is one of the smartest models, and with its four doors, entrance and exit are quite easy. For that reason it is an excellent shopping vehicle. It is also a favourite with the doctor.

THE AUSTIN MOTOR CO. LTD.
BIRMINGHAM LONDON MANCHESTER.

"Ranelagh"
4-door Coupé
£925
(at works)



Arrol-Johnston

BRIEF SPECIFICATION

15·9 h.p. four cylinders, 80 by 180 m.m. (2,674 c.c.) forced lubrication (1,500 m.p.g.), disc clutch, Fellows' magneto, four speeds, (right hand gate change) unit gear box, spiral bevel back axle drive, 815 by 105 mm. Dunlop Magnum tyres on Michelin disc wheels, C. A. V. lighting and starting.

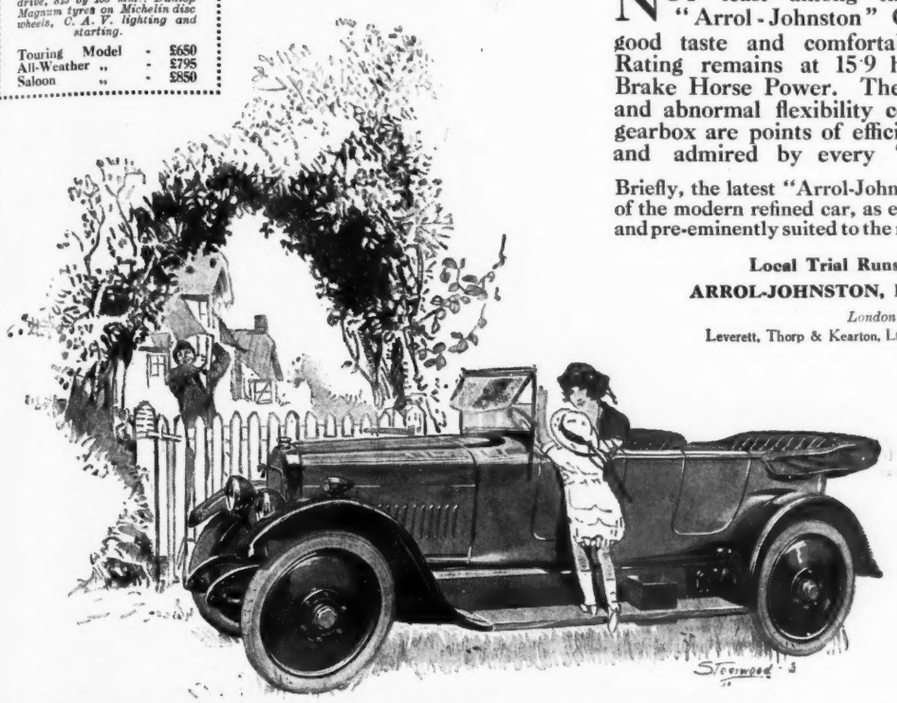
Touring Model	-	£650
All-Weather ,,	-	£795
Saloon ,,	-	£850

NOT least among the attributes of the new "Arrol-Johnston" Car are its graceful lines, good taste and comfortable interior. The Engine Rating remains at 15·9 h.p., but develops up to 40 Brake Horse Power. The smooth, rapid acceleration and abnormal flexibility combined with a four-speed gearbox are points of efficiency which are appreciated and admired by every "Arrol-Johnston" owner.

Briefly, the latest "Arrol-Johnston" is an outstanding example of the modern refined car, as economical to run as it is to buy, and pre-eminently suited to the requirements of the owner-driver

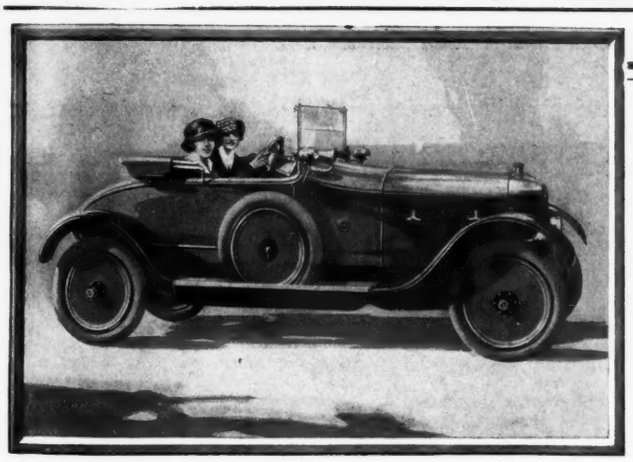
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OPEN TOURING MODEL

Of the latest flush-sided streamline design. The body is luxuriously upholstered in best quality antique leather. A one-man hood of the latest pattern, encased in envelope and complete with side curtains, is supplied, and a double wind shield. Particular attention has been paid to the design of the wings. Painted light brown £650



"A PERFECT LITTLE LADY'S CAR"

Writing of "A Perfect Little Lady's Car" in "*The Motor*," Miss VIOLA MEEKING, who is an "A-C" owner, well known in social and motoring circles, demanded:

"An alliance composed of Ease, Dependability, and Complete Weather Protection. . . Ease in driving, starting up, wheel changing, oiling, cleaning and getting at the works. . . A car that can be depended upon to take you to play golf, to shop in the rain, to visit your friends in Scotland, to a bridge party, to take the children for a picnic, to fetch and carry generally at all times and in all weathers, comfortably and economically. Such is the car truly fit for a lady."

Such a car is the 'A-C' All-Weather Two-Seater.

The 'AC' LIGHT CAR

Worth more than any other

Full range of models always on view which the public and trade are invited to inspect.

All-Weather Two-Seater **£550**

All buyers of new "A-C" cars should insist on receiving the Company's printed Guarantee, which will only be supplied for cars purchased through us or our authorised agents.

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formulated, so that two tyres by different manufacturers and normally of the same size shall actually be of the same measurement. This used not to be the case universally. The multifarious sizes in millimetres are being gradually replaced by inch sizes and many sizes eliminated, thus helping towards the reduction in the cost of tyres and indirectly in the cost of the car, because standardisation of tyres is accompanied by standardisation of wheels, and so the number of various parts required by the industry as a whole is reduced.

Standardisation of control is a matter on which we have touched on many occasions, and will now be content with repeating that we consider it time that the control of cars be put on such a footing that a man who can drive one car can necessarily drive another. Such standardisation has already been effected in the custom of making the left pedal in a car the one for operating the clutch and the right for operating the brake. The position of the accelerator pedal, which is sometimes between the other two and sometimes on the right of the brake pedal, is perhaps a secondary consideration in which standardisation is unnecessary. But surely it is time that the infinite variations in the arrangement of the gear lever gate were eliminated. The ingenuity displayed in securing a four-speed gate different from any other is truly astonishing, and on some cars the control levers are further complicated by a reversal in the relative position of gear and brake lever; while, again, whereas a pull-on brake lever is the regular thing, a few cars have one that has to be pushed on.

A matter in which necessity of standardisation does not appear to have occurred to the manufacturer is the size of the instruments fitted to the facia board. Admittedly no great advantage is likely to accrue if the clock, when mounted, is exactly the same size at the speedometer and no disadvantage if they are different. This is the case at least when a car is turned out fully equipped with instruments by its maker, but some manufacturers still choose to keep down their prices to the public by means of supplying no more in the way of equipment with their cars than is absolutely necessary, and the owner who wishes to fit instruments of his own choosing often finds that the work is rendered far more difficult than it need be by the variation in sizes of the instruments. Some instruments, of course, must be smaller than others, for a pressure gauge, whether for petrol or oil, would be unjustifiably clumsy if made as large as the ordinary speedometer. The same applies to the ammeter, but as this latter usually forms an integral part of the lighting switchboard, it hardly needs consideration. A complete lighting switchboard of ordinary type and of the same size as the clock or speedometer is probably an impossibility, although the Smith Bezel switchboard, one of the neatest instruments ever offered to the motorist, is little larger than the speedometer emanating from the same house. But the man who buys a car that is not elaborately equipped, with the intention of fitting instruments himself, would be very grateful if he could obtain a clock, speedometer, revolution counter, gradient meter, and the rest, of approximately or exactly the same size.

An Interesting Birthday.

THIS spring witnesses the coming of age of one of our greatest motor firms, to wit, the Wolseley Company of Birmingham. It was in February, 1901, that the Vickers firm founded a separate branch under the title of the Wolseley Tool and Motor Car Company, Limited, to manufacture motor cars. In spite of the prejudice and legal restriction that militated against the growth of any automobile enterprise in those ancient days, the enthusiasm of the founders of this great company overcame all obstacles, and to the Wolseley Company is due no small share of the credit for the present existence of a great British industry.

As a matter of fact, Wolseley experience was already old when the Wolseley Tool and Motor Company, Limited, was founded under that title and under the ægis of Vickers, for the first Wolseley car was built in 1895, and in 1900 in the first great reliability trial, *i.e.*, the R.A.C. Thousand Miles Trial, a Wolseley car carried off the first prize in the Voiturette class. In 1905 a challenge cup was won in the Poona Reliability Trials in India.

At an early date the Wolseley Company began to devote serious attention to bodywork, which in those days was regarded generally as a very minor incidental to the complete car, and, just as the company pioneered the motor car chassis, it has done much to show the way to better and correct *carrosserie*. By 1914 the factory had grown from three and three-quarter acres to nearly thirty acres, employing 4,500 men.

War work and the prospect of an even greater growth of the motor industry after the end of the war, saw a remodelling and extension of the works at Adderley Park and a new factory at Ward End, a few miles distant from Adderley Park, with the result that the total Wolseley factory space is now nearly 100 acres.

That Wolseley cars will continue to enjoy the enviable position that has always been their lot is proved by the popularity of the four models that now constitute the firm's programme, ranging from a 7 h.p. twin cylinder small car to a 20—30 h.p. six-cylinder *de luxe*. The 10 h.p. Wolseley created quite a sensation when, on November 24th last, a practically standard chassis maintained an average speed of 82 m.p.h. for over five hours, and in six hours captured the previous eight hours' record for that class of car.



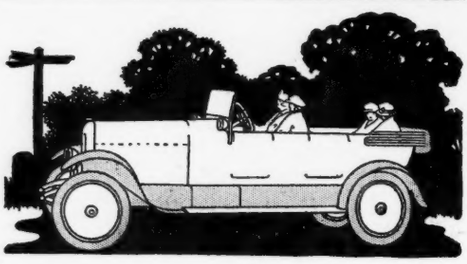
There's quality in every tin of "Nugget"

THE high quality of 'Nugget' Boot Polish is *consistent*. The elaborate mixing machinery of the 'Nugget' factories and the scientific methods adopted ensure that each individual tin receives its *correct* proportion of the different ingredients.

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Sold everywhere in the new easy-to-open tins at 4d. and 6d. Made in Black, Brown (Tan), Dark Brown and Toney Red. Also in White for patent leather.

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The British Cubitt Car contains all those factors that make for complete car satisfaction

You have but to see and ride in the new Cubitt fitted with Cantilever Springing to be convinced of its pleasing appearance & its comfort.

Power, giving quick acceleration combined with excellent hill climbing capabilities, is an outstanding quality.

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2-SEATER £460

OLD PICTURES AND PORTRAITS

EARLY PRINTED BOOKS AND FURNITURE.

PICTURES of great interest and importance will appear at Messrs. Christie's sale of old masters, the property of the late Right Hon. Lewis Fry, M. Louis Mieville of Paris, Mr. W. L. Bell, and others, on the 31st inst. The earliest picture is the delightful primitive "The Adoration of the Magi," attributed to Roger Van der Weyden, which attracted considerable attention at the Bruges Exhibition of Primitives, 1902. The Holy Family is grouped on the right, the three kings—one a splendid kneeling figure in rich apparel—occupy the centre and left, while in the background come a stream of people. The colour is exquisite, and the whole suggests a tapestry, of which several were woven from other designs by this master.

Among the English portraits is that of Sir Francis Chantrey, to whom the nation owes the treasures of the Chantrey Bequest. He is portrayed by Raeburn here as a gentleman of pleasing visage with deep and brilliant eyes, reminding one of those of Robert Burns, and clad in a black coat and white stock. This portrait should be attached to the Chantrey Bequest Collection. Its history is complete: it was given by Lady Chantrey to Mrs. Cooper, wife of the Rev. James Cooper, a master in St. Paul's School, and passed into the possession of her relative, Thomas Hughes of Reigate. Notable, too, is Raeburn's portrait group of the Misses Reay, the eldest of whom married Mathew Bell, M.P., of Woolsington Hall, from which the portrait, the property of Mr. W. L. Bell, has been sent along with the very pleasing portrait of Mrs. Reay, also by Raeburn. By him, too, is the portrait of James Gillespie Graham of Orchill, sent by a relative of the sitter. From Gainsborough's easel came the fine oval presentment of Ann Witham, wife of Philip Howard of Corby Castle, Carlisle, from which the picture has been removed. Other notable portraits are three of the Hale family by Allan Ramsay, being Charlotte Hale, first Countess of Onslow; Anne Hale, afterwards Mrs. Stillingfleet, in white satin with blue ribbons; and Miss Hale, in blue vandyck dress with slashed sleeves, the two last being signed and dated 1748; and Downman's "Mrs. Hallifax," wife of the Lord Bishop of Gloucester. There is a remarkable "Interior of a tavern," by Jan Steen, wherein a peasant is lighting his clay pipe from a pot of embers, with a woman near him and two cavaliers behind; and an interior by P. de Bloot, 1640. Among the landscapes there are P. Wouverman's "Horse Fair," with people merrymaking, a village and a church tower; the famous "Water Mill," by Ruisdael, painted in his best manner; and a fine example of Cuyp, representing a man and girl standing by a trough feeding a bay mare. It bears the signature of the artist.

The first portion of a provincial library of great interest will be dispersed by Messrs. Sotheby on April 3rd and three following days. It is the property of the late Michael Tomkinson, Esq., of Franche Hall, Kidderminster, and includes several illuminated manuscripts, among which is a fifteenth century Italian Book of Hours with fine miniatures and armorial bearings, and another of sixteenth century German work with thirty-seven exquisite miniatures. There are precious early printed books, two Caxtons—"The Canterbury Tales," second edition, from the Ashburnham and Fitzwilliam collections; and Gower's "Confessio Amantis," the date of which Caxton printed 1493 in error for 1483. Here, too, is Caxton's "Myrrour," printed by Laurence Andrews in 1527, which is considered his best work and of which only three perfect copies are known. From the press of Wynkyn de Worde there are "The Floure of the Commandements of God," 1521, and Higden's "Polichronicon," 1495, with the rare blank leaf—only two perfect copies of this edition are recorded. Hegendorff's "Domestical or Household Sermons," printed at Ipswich and Worcester in 1548 and 1549, is apparently the only copy known. Another work, presumably unique, is Samuel Rogers' "Pleasures of Memory," printed on India paper, 1810. The extremely rare "Novus Orbis," by Varrerius, 1616, is also here. There are also some fine early bindings; two executed for Grolier bear the inscription "Io. Grolierri et Amicorum" with his motto; others bear the insignia of the Archduke Albert of Austria in embroidery of gold and silver, Francis I of France, while there is a pontifical with the arms of Pope Pius IX. There are many fine fore-edge paintings. The selection contains early editions of classical authors, English literature of the sixteenth and seventeenth centuries, finely bound books and productions of modern private presses.



THE ADORÂTION OF THE MAGI.
By Roger Van der Weyden.

On March 15th Messrs. Robinson and Fisher sold antique furniture and works of art. A Hepplewhite mahogany bookcase with four doors having shaped astragals and a dentil cornice brought £46 (Swinton), and a gilt bronze and *champlevé* enamel figure of St. Elizabeth of Hungary, representing her seated on a semicircular throne with circular base, reached £54 12s. (Sandro). At their picture sale on the day following an early German portrait of a man wearing a fur-trimmed grey cloak and black hat with feather, realised £54 12s. (Vishau), and a set of four Venetian scenes of the school of Canaletto brought £50 8s. (Léger).

Old English furniture, porcelain and works of art were sold by Messrs. Puttick and Simpson on March 24th, and included a Jacobean oak Court cupboard from Shipton Hall, Shropshire, the upper part inlaid with stars and borders of holly and yew, and with centre panel of arcaded form and turned columns at the sides; a Chippendale mahogany elbow chair from the Sir Guy Laking collection; a Sheraton break-front sideboard of mahogany inlaid with satinwood; and a pair of Waterford glass candelabra with faceted branches for three lights with other branches surmounted by spiked and pagoda ornaments with festoons of clear and amethyst glass on Wedgwood blue and white jasper pedestals and chased ormolu mounts. There were also Oriental carpets and rugs.

D. Van de Goote.

A few typical examples of Hamptons Supreme Values in ANTIQUE FURNITURE



O 5750. An unusually fine old Walnut and Inlaid kneehole Table of the Queen Anne period. In perfect condition, 3 ft. 0 in. wide. **£45 0s.**

O 3732. A Walnut Queen Anne Toilet Mirror, fitted with drawer. **£9 18s.**

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O 4794. A pair of fine old Sheffield plated 3-light Candelabra, with gadrooned borders. In fine condition. **£18 10s.**

O 672. A 5ft. 6in. wide Mahogany break-front Sideboard of the Sheraton period, on square tapered legs, fitted with a deep drawer at each end, long drawer in centre with a cupboard beneath, enclosed by two folding doors. **£59 10s.**

O 6236. Georgian Mahogany bow fronted Chest of 3 long and 2 short Drawers. In fine condition. **£13 10s.**

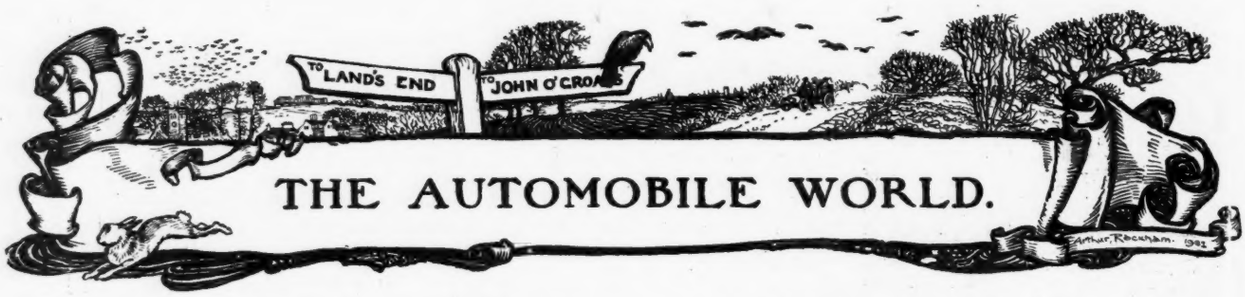
O 1050. Fine old Mahogany Bureau Bookcase. Lower part has 3 long and 2 short drawers; interior is fitted with cupboard, small drawers and pigeon holes, with sloping front. Upper part has 3 adjustable shelves enclosed by two 13-pane glazed doors. **£59 10s.**



O 2508. A very finely figured Walnut and Inlaid Queen Anne Chest of 3 long and 2 short Drawers. **£59 10s.**

Hamptons pay carriage to any Railway Station in Great Britain

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Decorators · Furnishers
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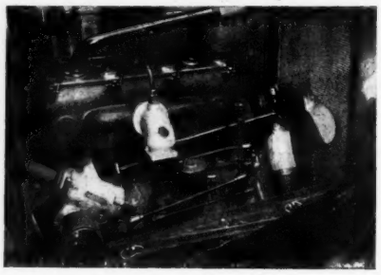
THE 30–98 H.P. VAUXHALL

ONCE upon a time a man asked me if I thought that the 30–98 h.p. Vauxhall was a car that could be safely recommended. When I had recovered from shock and surprise and had decided that he was prompted by motives of perfectly honest enquiry, I told him that some questions, certainly not many, but some, required no thought, and this was one of them. I did not think about the 30–98 h.p. Vauxhall, I *knew* that it was one of the very best four-cylinder cars that the British motor industry had ever turned out. When he went on to ask, once again, if I thought the car could safely be purchased and maintained by a novice owner-driver, I was fain to admit that some thought was here necessary before an answer could be given, and finally I gave an answer in the negative. The 30–98 h.p. Vauxhall was an excellent car, but it was not the car to be recommended to the novice. How true was my knowledge and how false my opinion will become apparent from the following account of the behaviour of a Vauxhall over an extended week-end trip.

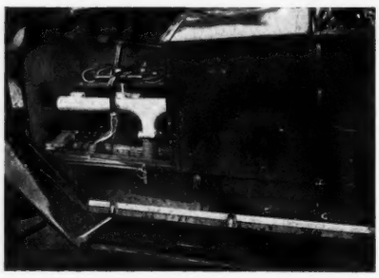
For the benefit of the very few British motorists who are not familiar with this model of the Luton company I will review very briefly the ideals that this car was born to satisfy. There has always been among a certain section of the public a strong desire for a car that, without being excessive in its horse-power, in its first cost and in its maintenance costs, can be justly described as a really fast car. Speaking generally, this desire has been met only by one or two of our most expensive cars and by a few sporting light cars. Considerations of cost have kept the former beyond the reach of the ordinary man, considerations of safety and the probability of frequent mechanical trouble have barred the latter. The 30–98 h.p. Vauxhall is a car of which the engine and chassis are just large enough to be made solidly and yet not so large as to involve undue weight or excessive cost.

IDEALS AND EXPERIENCE.

From stem to stern, both chassis and complete car are designed in the very beginning as a speed car; and a car that is designed in the first instance as a fast car stands a much better chance of satisfying its function than an ordinary touring car of which the engine and other details have been merely "gingered up." A vital necessity in the production of a successful speed car is experience at the disposal of its makers. Vauxhall Motors, Limited, produced a "hot stuff" engine in 1907 that made quite a stir in the motoring world, and in 1910 the reputation of the Company and the esteem in which its cars were held were considerably enhanced by one of their cars attaining the then remarkable speed of 100 m.p.h. for a car with an engine of only 20 h.p., R.A.C. rating. Since the war, the 30–98 h.p. Vauxhall has been introduced to meet the demand for a car that should approximate to the racing car in its performance, but yet should equal the touring car in its comfort, durability and general road worthiness.



The carburettor side of the Vauxhall engine.



The near side of the Vauxhall engine, showing also the neat method of carrying the tools in a compartment formed in the running board.

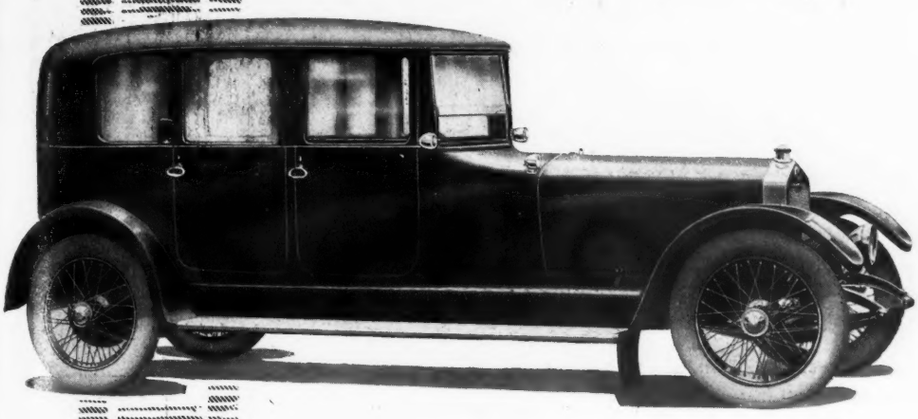
ACHIEVEMENT.

The lofty aims of the designer and of the makers have been realised in a manner that is difficult to believe until it has been demonstrated by experience. To me, the greatest of the many surprises afforded by my recent test of the 30–98 h.p. Vauxhall was its supreme ease of handling. I quite expected to find it a car that only an expert would venture to drive without qualms and trepidation. I expected to find an engine of terrific power with practically no flexibility, and I thought that negotiation of traffic would involve pains in the leg and stiffness in the arm by virtue of the perpetual manipulation of clutch and gear that would be necessary. I had heard that the Vauxhall, although possessed of what may be called conventional springing, *i.e.*, semi-elliptics all round, was remarkable for its road holding. But, nevertheless, I anticipated that steering the car on ordinary roads at speeds anywhere near the maximum of which it was supposed to be capable, would be rather more than a gentle nerve-testing job. It was considerations such as these, based on experience of other fairly fast cars, that led me to advise my enquirer as to the merits of this Vauxhall model to leave it alone if he was a novice. But the Vauxhall-Velox turned out to be one of the most easily driven cars that I have ever handled—its engine was



A fast car and a "fast" road between Ashbourne and Buxton. It is on roads like this that one may enjoy to the full the speed capacity of the 30–98 h.p. Vauxhall.

A Hall Mark of Efficiency



The keener the Critic

the greater the appeal of the Lanchester "Forty." It is a masterpiece of Automobile design—an engineering achievement embodying all the fine qualities and successful mechanical features that are inseparable from Lanchester productions. The superlative Lanchester coachwork is designed and built side by side with the chassis and power unit, bringing the skill of the engineer into the closest co-operation with that of the coachbuilder, a combination which cannot fail to produce the best results—a car that is second to none.

We invite you to take a trial run on the Lanchester "Forty" free of all obligation, and test for yourself the remarkable flexibility of its engine, the simplicity of control, the silent Epicyclic change speed gears, and last, but no means least, the wonderful Lanchester cantilever suspension. Will you make an appointment ?

A copy of our latest illustrated Catalogue will be sent on request

THE Lanchester "FORTY"

THE LANCHESTER MOTOR CO., LTD.,

95, New Bond St., London, W. | Armourer Mills, Birmingham. | 88, Deansgate, Manchester.

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a perfect model of docility, and its steering and brakes were as near to perfection as the average human mind can conceive. In a word, every point of the car that could be tested on such a trip as I made was tested and proved to be beyond reproach. The only important details on which I could not satisfy myself by personal experience were such things as petrol consumption, tyre wear and general durability. For the first, capable Barker, who brought the car from the works, told me that with average driving (that is to say, average driving on the 30–98 h.p. Vauxhall, which means an average speed about 50 per cent. higher than that possible with most other cars over similar roads) it would be about 17 m.p.g. But I have heard on quite good authority that if driven at ordinary car speeds the consumption is considerably better than 20 m.p.g.

As regards tyre wear, one of our Dunlop Magnums showed a weakness round the beads when our trip was half over, and this was enough to prevent our taking the car on to Brooklands Track for a speed test. However, in fairness to the tyre, it must be added that it was not new and had already several thousand miles to its credit. On the matter of general durability I can speak only from hearsay, but I believe that this is one of the most remarkable and strongest assets of the Vauxhall as a fast car. The production of a fast car is in itself quite easy, but the production of a fast car that shall also be durable and reliable is a problem that has puzzled designers from time immemorial and which the Vauxhall people appear to have solved with complete satisfaction to all concerned.

CHASSIS DETAILS.

The engine is a four-cylinder, with a bore and stroke of 98mm. by 150mm., giving 100 b.h.p., although the R.A.C. rating is but 23.8 h.p., so that the tax is £24 a year. It is really a compliment to the engine when I say that it has very few features that call for special mention. It is a straightforward side-by-side valve power unit; there is nothing about it that the veriest novice could not understand, there is nothing about it that a tenth-rate mechanic could not adjust, and, as is the case with other Vauxhall models, there is under the bonnet a metal plate giving welcome lubrication instructions, not because these are complicated, but simply because they ought to be given with every car, and because every owner is only too anxious to ignore them if he is given the slightest excuse.

Four speeds and reverse are given by the gear-box, the top gear ratio being 3 to 1, a figure that should be noted and remembered in connection with some of my remarks on the flexibility of the car. Quite a wonderful thing is the Vauxhall foot brake, although to look at it is quite an ordinary affair, situated on the propeller shaft at the rear of the gear-box. Someone has aptly described the brake on the 25 h.p. Vauxhall as "the iron hand in a velvet glove," and I cannot improve this description for the 30–98 h.p. foot brake, unless it is to describe it somewhat fancifully, but quite accurately, as "the silver steel hand in a satin-plush glove." The hand brake operates on the rear wheels and is quite good, although its operating lever, situated outside the body, while the gear lever is inside, is apt to worry the driver until he has become thoroughly accustomed to its position. It is perfectly accessible and ready to hand; it is just the fact that it is outside the body, while the lever that generally goes along with it is inside, that is a trifle baffling. The body fitted to the chassis is a light four-seater, elegant and comfortable as well as quite "sporting." The 30–98 h.p. chassis is, of course, not a weight carrier, and it would be an unpardonable crime to saddle it with such a body as the "Kington," which is the standard five-seater on the 25 h.p.



A CHARACTERISTIC BIT OF "SNAKE" SCENERY.
The crossing of the Pennines and the Peak between Glossop and Sheffield.

SOME BODY CRITICISMS.

I have just one or two very minor criticisms or suggestions to make about this car, and as they are connected with the body I will get on with them at once. The first is, there is barely room for the driver to get his hand between the steering-wheel and the side of the body. It is only a very small thing, but because it is so small I think it worth the attention of the very capable designer. The next body point is that the rear seat is rather high; not only does it cause the rear passengers to offer unseemly wind resistance, it exposes them rather unnecessarily to the fierce blast that they challenge on getting into a car like this. Also, the mudguarding might be improved without any great increase in wind resistance. Having said this, I have said all that I can say against the 30–98 h.p Vauxhall, and we will now turn to the other and more pleasing side of an entirely fascinating picture.

EASE OF HANDLING.

First, the ease of handling the car, because this, I think, is a matter that is more of a point in connection with a car of this type than it is with an ordinary touring car, and it is always important. We had made but a short distance from Covent Garden when, by observing Mr Barker at the wheel, I concluded that handling the Vauxhall was by no means the "tricky" task that I had anticipated it would be. He was not working his gear lever as though his life depended on it, nor was he pushing the clutch as if it had been a bicycle pedal. In a word, the flexibility of this engine proved to be comparable to that of the softest and woolliest. Only when a traffic block necessitated a complete stop did he have to use his gear lever, and in threading our way along the Strand, across Trafalgar Square and down Whitehall, we were hovering at all speeds between 5 m.p.h. and 25 m.p.h. on top gear. I repeat that this is not what one expects from an engine of 30–98 h.p. temper; that one gets it is the most extraordinary testimony that I can conceive of the super-merit of a super-car.

And so, gradually, we came to the open roads of the country—and what a wealth of meaning the words have when they find themselves in juxtaposition to a Vauxhall-Velox. Some of us have read



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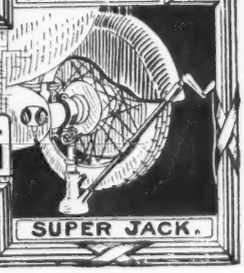
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about the joys of the open road, some of us have experienced them, but none of us know what they really are until we have tasted them first hand from the driving seat of a car of this stamp. Some cars are a pleasure to ride in, others are a pleasure to drive. The two do not always go together, and of them the latter is by far the more desirable. But to them both belong the 30–98 h.p. Vauxhall, and until one has trodden its delightful clutch and its wonderful accelerator pedal, to say nothing of its foot brake, and has "twiddled" its steering-wheel ("twiddle" seems the proper word for the Vauxhall steering wheel, so light is it and so sure in its control), one does not know more than half the joys that motoring can offer.

FAST ROADS.

Where to take this car so that it may display at least a portion of its alleged prowess? Recent discussion in these pages has reminded us that some sections of the British nation do not like to think of others enjoying themselves within the ken of their fellow men, and so we turned our radiator northwards, intending to make for the deserted highways of the Derbyshire and Yorkshire moors. Here one gets straight stretches of moderately level road and winding hills of disreputable gradients or of unconscionable length.

The road from Lichfield to Ashbourne is twisty and erratic, also it was wet from the previous night's rain. We know that road and we love it when "doing" it on a 30–98 h.p. Vauxhall, because it soon reveals to the full the wonderful acceleration and ease of control of the car. At one minute we are doing 45 on what seems like something less than half throttle, at the next we are at practically a standstill waiting for a lumbering farm cart to come over a narrow bridge, or worming our way through a herd of cattle discovered on a blind corner, and then, a minute later, the speedometer is showing 50 m.p.h. as we shoot up a long, straight, gentle ascent which I happen to know is free from crossroads or other potential danger—and all without a change of gear. But it is after Ashbourne and a detour to Dovedale that the really fast roads are available. Only the experienced motorist knows exactly just how much is connoted by that easy, well sounding phrase "sixty miles an hour." The 30–98 h.p. Vauxhall is supposed to be capable of over 80 m.p.h.; of this I cannot speak from experience, because, for reasons already given, Brooklands Track could not be used for a speed test. But I can say that for mile after mile we kept just on 60 m.p.h. over the Derbyshire moors, and the car rode and the engine worked much the same as they would with an ordinary car doing 35 m.p.h. to 40 m.p.h.

BRITISH ALPINE PASSES.

The road from Oldham to Holmfirth comprises a three-mile ascent with an average gradient of 1 in 14 At the top, which is 1,600ft above sea level, is a perfectly open stretch of moorland road. Starting at the bottom of this ascent at about 20 m.p.h., opening the throttle and changing down to third when the speedometer showed 35, we jumped up to 50 m.p.h. and kept just beyond this figure for the whole of that exacting climb —three miles without a break or a rest from the gradient and always at but little below a mile a minute speed! Over the top and back into top gear, the speedometer recorded 72 m.p.h. and was giving every indication of working still higher, when the comfort of the passengers in the back called a halt.

The road from Glossop to Sheffield consists for the first seven miles of a miniature Alpine pass, known to the natives as "The Snake." The gradient is rather steeper than the climb over Bill-o'-Jacks, which is the colloquial name for the Oldham-Holmfirth hill, but of more importance than its increase in gradient is its winding nature. Here, with "slow ups" at corners, the average speed was 40 m.p.h.

Finally, and to check a false impression that may possibly arise from this account of what is essentially a fast car, let me emphasise that it is not *merely* a fast car. People often ask what is the use or attraction of such an exceptionally high speed vehicle as, say, the 30–98 h.p. Vauxhall. The answer lies but partially in the capability of the car for wonderful speeds, or in the fascination of those speeds. Indeed, a Vauxhall-Velox cannot be enjoyed to the full anywhere in Great Britain. It is in France or in the Alps where one may derive full benefit from its powers. In Great Britain its fascination and its appeal lie not in its speed capacity as such, but in the way in which its special construction and extraordinary engine power allow it to maintain what may be called "respectable" touring speeds. At 40 m.p.h. the car "potters along" much the same as the ordinary car does 25 m.p.h. This sense of effortless motion is a fascinating feeling that has to be experienced to be believed The springing of the car, its wonderful steering and its no less wonderful braking combine to give an ease of control and a sense of security that not only cannot be excelled, but one feels is not wanted to be excelled. Safety and high all-round performance are the keynotes to automobile progress, and they are exemplified in the 30–98 h.p. Vauxhall to a degree that approaches perilously near to perfection. W. H. J.

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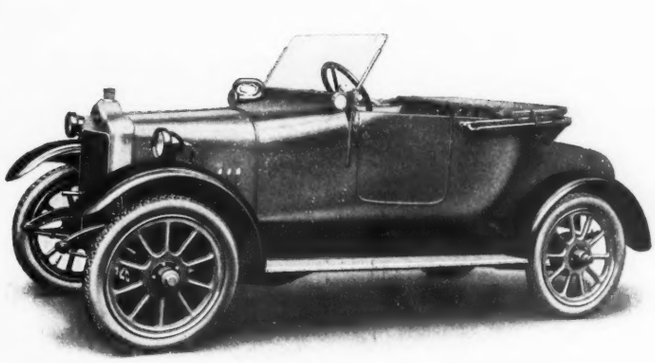
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A SUMMER NIGHT ON THE HIGH TOPS

FOR a month either side the longest day no darkness broods about the hills of the northern highlands. For days on end grey vapours may indeed envelop them, so that they are hidden from the glens and all the world beneath; but even in the mists at midnight lies a soft twilight, and it is not until the coming of August that this twilight merges into true darkness. In fine summer weather, when the mists have rolled from the hills, and the skies are of a glorious blue, a night spent on the high tops, 4,000ft. above sea level, lingers long in the mind's eye.

It was toward eight o'clock one superb evening in June, with the sinking sun still brilliantly shining on hill and corrie and the sky cloudless overhead, that the writer and his companion pitched their small tent at the head of a corrie—by name Clais Luineag—3,600ft. above the sea. Much snow still lingered in the corrie; indeed, its western side was almost as white as in mid-winter, for the snows had been driven in and packed hard by many a winter's storm, and the early summer had been cold and sunless. Gradually, as the sun dipped westward, these snow beds lost their dazzling whiteness and were bathed in a soft warm glow.

From our little tent a wide view stretched away westward. Near us lay the forests—but with not a tree on them—of Glen Feshie and Gaick, the home of many a fine stag. Behind them was Ben Alder forest, with the wild and snow-splashed hill from which it takes its name, and away beyond that, again, the long outline of Ben Nevis. Even now, within a fortnight of the longest day, this great hill was almost entirely snow-clad; were its summit 600ft. higher eternal snows would remain about it. As the sun dipped behind the hills of the Atlantic sea-board sixty miles distant, deer, in their feeding, closely approached our tent.

At midnight the lonely corrie was bathed in a soft twilight. North, the sky burned brightly in the sun's afterglow, against which the hill tops rose black and grim. Toward the western horizon stars twinkled, and southward a pale moon hung in the sky. Gradually, imperceptibly, the light strengthened, and soon a cock ptarmigan roused himself in the corrie, croaking quietly in the intense stillness of the dawn. On a snow field were the tracks of a fox, made while the sun still shone and the snow was soft; for now the field was being bound firmly in the grip of a black frost which had come to the hills with the dawn.

Less than two miles to the north of the corrie, but with the dark and gloomy depths of the Garbh Choire between us and it, stood Brae Riach, a great hill not far short of 4,300ft. in height. Here is the birthplace of the Dee, but where it fell in cascades down the precipitous side of the hill, the infant river was still flowing almost entirely beneath great snow beds, which had imprisoned it continuously since late October. Even the hardy trout—the "breac" of the Highlander—is absent from these uppermost reaches of the Dee—for are not the great precipices and the long cascades too formidable for even the most active of the tribe?—but within two miles of its source they are plentiful, and an occasional salmon at times presses onward until it has reached a height of 2,000ft. above where it started, at the bleak and wind-swept Aberdeen coast.

Immediately beneath us, to the north, the ground dropped away almost sheer to the glen of the Garbh Choire. More than anywhere throughout the whole Cairngorm range does the snow lie here; the corrie has never within living memory been entirely free of snow, even during the hottest summer. As we stood, three hours after midnight, on the ridge above the Garbh Choire, the rising sun, topping the plateau of Cairngorm near where Lochan Buidhe gives drink to the stags, shone on the eternal snows of the Garbh Choire, so that, from a cold greyish white they were transformed by a pale rose-tinted light; and with the sun there came to the corries and glens a soft white mist. In Glen Geusachan this mist first showed—a tiny vaporous cloud scarce bigger than a man's hand. Gradually, steadily, it grew. The sun gave battle with it, but unsuccessfully. Spreading on every side it soon filled the glen and, carried by a breeze of its own making, overflowed through the head of the glen, shrouding the peaty waters of Loch an Stuirteag and the grassy slopes of Moine Mhor. A kindred cloud was forming in the Garbh Choire, and gradually the whole of this great corrie, too, was filled with vapours, eddying and swirling as the tides of the sea when the waters are unharassed by wind.

At length the whole world beneath us was shut out and only the hill tops were clear. As the sun gathered strength, and one looked across the mist-sea to the east, the sun's rays, reflected from the clouds, were of a dazzling brilliancy, and it seemed as though against the power of the unclouded sun the mists must be dispelled. But no. Ever upward pressed the cloud-army and soon reached even the highest tops, so that the warmth and sunlight vanished, and in their place came cold, damp vapours. But while the clouds were as yet held in check in the corries below, the birds of the high tops revelled in the stillness of the air and the glorious warmth of the sun.

Summer may be fleeting on the high tops, but while she lingers here it is good to commune with the Spirit of the Hills, and to taste of the pure joys that are given to the lover of Nature.

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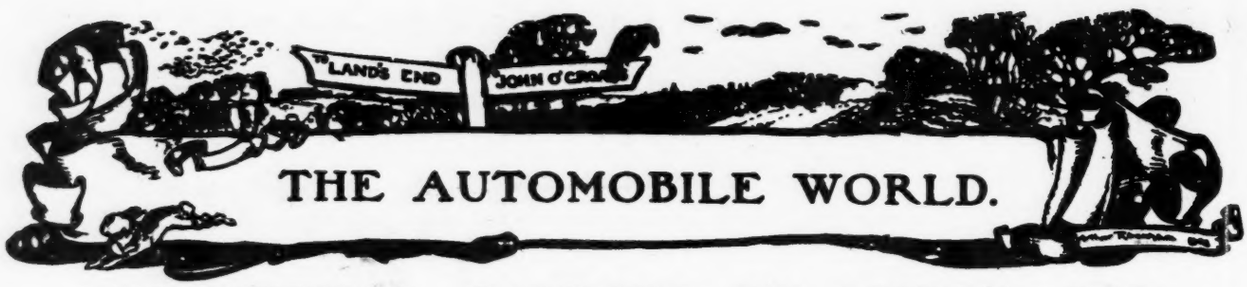
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OCCASIONAL CAMPING BY MOTOR CAR

HOW, BY ADAPTATION, THE MOTORIST CAN BE INDEPENDENT OF HOTELS

TO my mind there are two degrees of motor camping—the one represented by the caravan on more or less conventional lines, the other lying in adaptation of the more ordinary types of car, so that at need one can pass the night quite cosily therein and be independent of innkeepers and friends alike. I know I shall be accused of lacking the spirit of the true camper in suggesting that by one who is getting on in life the comforts of a civilised hotel can be appreciated, but Samuel Johnson was right in his liking for a good inn. To some, fully able to enjoy change and fresh air, the zest of picnicing soon changes to monotony, and then to discomfort, if long continued. Of the washing up of crockery there is no end, and much catering is a weariness of the flesh, to them at least. Yet in these days of crowded hotels motor camping possesses enhanced merits.

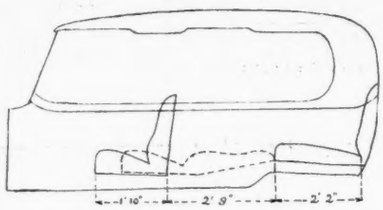
"Think, in this batter'd Caravanserai
Whose Portals are alternate Night and Day,
How Sultán after Sultán with his Pomp,
Abode his destined Hour and went his way."

What matters that the Sultans are not born to the throne, and that many of them are fat on the gains of war! They crowd the caravanserai to discomfort all the same, and that is the main point.

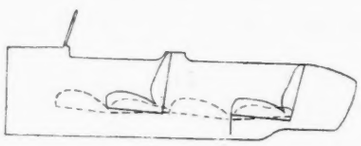
In truth the possibilities of the lesser motor camping have not been fully realised, and so have not received the consideration they deserve. The fact is, we have been too gradually inured to the modern car. Try to imagine people twenty years ago suddenly confronted for the first time with a four-seated all-enclosed car of the present day. Would they not be struck with its housing possibilities—with its electric light, its deep spring cushions and weather protection? The present general lines do not require any very great modification to render such a vehicle convertible into a very comfortable bedroom for two, and most types of four-seater can be used, provided dimensions are sufficient, but let it be clearly realised that this sort of camping for comfort must be limited to two people to a vehicle.

The simplest problem is afforded by the saloon limousine or all-weather body. In such a car, of course, one has a ready-made room, and the chief question is one of adaptation to sleeping conditions and adequate ventilation combined with weather protection.

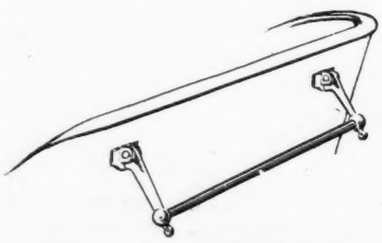
The first point resolves itself largely into a matter of disposing of the front seat-back and filling up the gap between front and back seats. A couch some 6ft.—preferably 6ft. 6ins.—has to be provided. Back seats, front to rear, probably measure 2ft. 3ins. to 1ft. 3ins., and front 2ft. to 1ft. 3ins., while the space between the two may be anything from 1ft. 8ins. to 3ft. Much will depend on details of the car. If the car back is not rounded but fairly square the squabbing or cushioning that constitutes the back of the rear seat, instead of being mounted on the body, may be mounted on a board hinged to the seat; and if the latter is made so that it can be drawn forward, the hinged seat back can then be lowered to the horizontal so as to form a backward continuation of the hinder seat. The drawing forward of the latter will do so much to bridge the gap between front and back seats that probably the front seat-back, when similarly lowered backwards to the horizontal, will be more than sufficient to fill in the remaining hiatus, and if the front seats can be slid fore and aft, of course, their position can be adjusted to ensure this. With such an arrangement it is obvious that the backs of both seats must be reasonably square and flat. In Fig. 1 I have taken a design at random just to show how this works out. It is a saloon limousine on a 40 h.p. Lanchester chassis. Front to back the front seat measures 1ft. 10ins., the back seat 2ft. 2ins.—an exceptionally deep seat—and the space between the two is approximately 2ft. 9ins. As the back of the front seat is just short of 2ft., the back



A SLEEPING SALOON.



THE OPEN CAR COUCH.



LUGGAGE RAIL AS SEAT SUPPORT.

seat would only have to be slid forward about 9ins. to afford a couch 6ft. 10ins. long. For short people 6ft. might be sufficient, in which case mobility of the back seat might be avoided and the front seat slid rearwards enough for its let-down back to effect a junction with the front edge of the other seat.

A car with a single door is likely to be fitted with separate movable front seats, and these will probably be of the bucket type, *i.e.*, with rounded backs. These, since their backs cannot be hinged to fill the gap, would prevent the front seats constituting the foot of the couch unless the seats were made to swivel round like a library chair, in which case their backs would form the footboard of the bed. There is no insuperable difficulty about this; many front seats do, in fact, swivel.

For all enclosed or enclosable cars like limousine or all-weathers, the main part of the problem lies in the provision of sleeping accommodation; weather protection already exists. But for open touring bodies the Cape cart hood is quite inadequate in cold or rainy weather, however attractive the relative openness of the car may be on warm nights.

Let us, therefore, examine the possibilities of a touring car from an actual example. Take a design for a Rolls-Royce. The back seat is approximately 1ft. 6ins. deep; the front 1ft. 5ins.; and there is a space of 1ft. 9ins. between the two. Both seat backs are about 1ft. 6ins. high, so by sliding forward both seats and lowering their backs, a couch length of 7ft. 8ins. is available. This is more than enough; indeed, if 6ft. 2ins. is adequate, the front seats can be made to swivel round, and with fixed backs, so that more space would be available as a "dressing-room" at the front of the car.

This "dressing-room" space is worth consideration with a closed vehicle, but with an open touring car there is less need for it because with an open car additional shelter is necessary in any case, and this is only obtainable by external protection; in other words, by a tent surrounding the car. The tent practically constitutes a bedroom with a luxurious bedstead on large castors in the middle.

There is no need for any elaborate marquee. A jointed pole at each end, connected by a rope which acts as a ridge-pole, and each pole stayed by a couple of guys, is sufficient if the tent covering itself is also made to constitute part of the structure on lines that are readily apparent. For this purpose at the apex of the tent cover at each end is an eye or cringle to be slipped over a pin on the top of the pole; thus when the sheeting is stretched out and pegged down it, too, acts as guys on the tent poles. The ends can be covered in by flaps made in one with the main tent cover, preferably divided down the centre so that either half can be flapped or folded back, while the other can be secured to the tent pole.

Sheeting and poles will require considerable stowage space, which can be provided with a long box lying along the full length of the offside running board. This will still leave the nearside accessible by a footboard near enough to the ground to suit the most unathletic.

There only remains one detail to explain, and that is how the seat backs or side flaps, which constitute the middle part of the extemporised couch, are supported. This can be elucidated by the last sketch, suggesting a rug-rail hinged so that while it can swing downwards to prevent it projecting too far when used as a rug-rail, it can also be swung out at right-angles to the seat back when the latter is let down, and the projecting knobs on it can then fit into corresponding sockets in the floor boards. With arrangements on these lines in conjunction with air pillows, the independent motorist will have a couch fit for a lord.

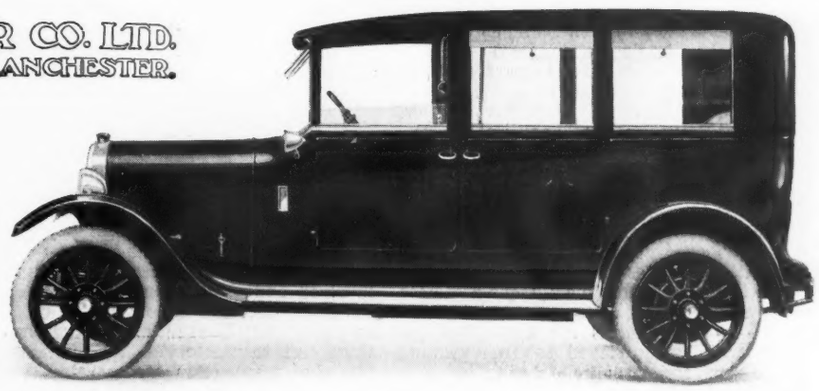
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THE TAX ON IMPORTED CARS

FOR some three years there has been in force a tax of 33⅓ per cent. on foreign cars and motor cycles imported into Great Britain. The tax has never applied to commercial vehicles and tyres, and in the case of certain accessories it has been supplemented by prohibitive regulations, the most important example of which has been a restriction on the importation of magnetos. There is now a suggestion and a probability that the tax and other restrictions should be discarded.

It is difficult to investigate and discuss such a question as this without incurring the charge of political bias; but as it is a question which affects the British motor industry in the most intimate manner, it is necessary to examine it carefully from the point of view of that industry and to put forward the various points deserving of consideration in such a way as to avoid political colouring as far as possible. Firstly, why was the tax introduced? It came not as the result of the victory of any one political party over another, nor as the result of purely political motives. During the war the motor industry was more upset and diverted from its normal activities than any other British industry of importance. Its position was such that it was particularly well equipped for the production of munitions of war, and its facilities in that direction were justifiably utilised to the full by a desperate Government in a state of national emergency.

No one grudges the share that the motor industry played towards winning the war, and such help as the industry could give was rendered in a spirit that has earned for it the thanks of the Government and of all who have any idea of the sacrifices it made and the services it rendered. But when the end of the war at last arrived, the motor industry of some foreign countries, notably America, had suffered comparatively no diversion from their normal activities and were, therefore, in a position to resume full production almost at once, even when that production had been impaired at all. Besides the necessary reorganisation of factories, the British industry was handicapped by serious labour troubles and Government interference, and employers were not allowed to pay wages which bore any relation to the true value of the products of labour. Such an artificial condition, obviously, could not be allowed to last, but even yet the evils resulting from the war and the accompanying disorganisation of factories and management have not been entirely rectified. If no measure of protection had been extended to the British industry, it is highly probable that that industry would have been almost entirely extinguished.

CAN THE BRITISH MOTOR INDUSTRY BE JUSTIFIED?

Although members of an industry are likely to resent strongly any suggestion that that industry might not be able to justify its existence, it behoves all engaged in such a discussion as the present to consider the matter from rock bottom, as it were, and the first question to be answered is: Should the British motor industry be encouraged to exist, or should it be allowed to collapse altogether? The war showed us what an invaluable national asset the industry could be in times of emergency; not only were its products of infinite value in the war zone, but what may be regarded as its by-products were essential to successful modern military operations. The motor cycle, the touring car and the goods-carrying vehicle played a part in the war that is widely appreciated by all who set foot on any front and by many whose actual knowledge of the war rests only on hearsay and written histories. Of what may be regarded as the by-products of the industry, the utility and epoch-marking part played by the aeroplane and airship need no elaboration, and aeroplanes at least were constructed almost entirely by firms that properly belonged to the motor industry. Not a few motor firms became important contributors to the quota of small arms and all sorts of ammunition, while the ingenuity of automobile engineers played a great part in improving the already existent small artillery that contributed in no small measure to the discomfiture of the enemy.

Other industries, of course, did their bit towards winning the war, and no one would suggest that if they did not do quite so much as the motor industry the fault was in any way their own. It was the particular constitution and the particular functions of the motor industry that enabled it to be diverted to war purposes with more far-reaching effects than any other. This is one reason why the motor industry deserved and obtained a certain measure of protection from foreign competition, so that it could re-establish itself on a firm commercial basis after the disruptive effects of war. But other circumstances contribute to the same end.

Whereas, before the war, the British motor industry was a comparatively small affair, it is now one of the biggest of our national assets, both as regards the capital involved and the amount of labour employed. That the export aspect of the motor industry is, at the present time, anything but satisfactory is an unpleasant fact that may within a reasonably short time be overcome. Our export markets were lost during the war; they have not yet been recovered because the motor industries of more favourably situated countries have stepped in and seized those markets, and our own has not yet been positioned to make a vigorous effort at recapturing them. But this is an event to which most members of the British motor industry look forward with every prospect of success.

SPECIFIC MEASURES FOR SPECIFIC CASES.

The bearing on the unemployment question of the cessation of such an industry as the British motor industry is too obvious to need elaborate comment. We feel that we have said enough to indicate that, quite apart from the self-interested wishes and the prosperity of those engaged in the motor industry, its disappearance would be a serious national calamity. But the removal of all restrictions on foreign competition would inevitably lead to such extinction, with the possible exception of some half a dozen firms whose cars are highly specialised articles, generally of the very highest class and quality, which, in spite of high protective tariffs, even to-day find a certain market in foreign countries.

There can be no doubt that for some British industries the absence of any foreign trading restrictions is highly desirable, and it would be absurd for a member of an industry that requires protection from foreign competition to urge that, because his particular concern is in such a state, all others should be brought into line. The converse holds true. If the great Lancashire cotton industry requires "free trade" for its prosperity, it would be a tragedy if it were refused it because another industry wanted "protection," but an even greater tragedy were it allowed to impose its wishes on that other. What is required is a mutual recognition of the difference between individual requirements and a willingness on the part of the members of each industry to see the others allowed to progress and to work under conditions that are to each most favourable.

That section of the British public which is engaged in manufacture and which lives in towns is apt to overlook the fact that the greatest British industry to-day, as it has been in the past, is agriculture. It is common to hear a man engaged in a manufacturing industry that has attained some national importance claim that his industry is the greatest of the country; but such claims do not remove agriculture from the position of precedence which it has always occupied. Whether it will retain that precedence for much longer in the future is a matter of opinion, but the whole of this question is a problem of the present and not of the future.

OLD AND NEW INDUSTRIES.

Another point that has an important bearing on the subject is one that is suggested by this reference to the age and importance of agriculture as a national industry. Of all our great industries the automobile is the youngest. In its twenty years of life it has risen from nothing to the position of a great national asset. Other industries, and especially many of those whose political interests seem to be definitely opposed to the motor industry, have been in existence in some cases for well over a century. In other words, they have had five times the opportunity of establishing themselves in the face of foreign competition as the motor industry has had; and when those older industries were brought into being and were growing up into great capital and labour absorbing agents, foreign competition was practically non-existent. Such favourable conditions the motor industry has never enjoyed, and the possibility of its having occupied such a favourable position, even for a time, was prevented by the absurd legal restrictions on the products of the industry, which exercised such a cramping and indeed a prohibitive influence in the early days of this century. Therefore, whereas it seems plausible that cotton (to mention a specific example) should not need protection from foreign competition which did not exist until the British industry had attained a very strong position, it is fallacious to argue that, therefore, the motor industry, which is comparatively new, which from its inception has had to fight foreign competition and which has received a terrific five years' setback in the years 1915 to 1920, has likewise no need for protection.

"THE BALANCE OF TRADE."

Sometimes one hears arguments based on theory. It is stated that the national wealth of this country depends, or has depended, on its position as the world's carrier of the world's goods, and with such a statement are generally coupled references to a little understood theory, sententiously described as "the balance of trade." Detailed examination of such arguments is purely a matter of politics from which it is imperative that we should steer clear, but it may be safely indicated that the position of Great Britain as the carrier of the world's goods has been considerably altered by the war. Finally, the plain man, looking at the situation from a position in the motor trade, finds it difficult to understand how the balance of trade, or any other balance, can well be restored by the unrestricted import of motor cars from our greatest creditor.

IS THE BRITISH MOTOR INDUSTRY SUICIDALLY INCLINED?

Those most deserve help who do most to help themselves, and it must be admitted by the independent observer that the British motor industry may be charged with remissness in this respect. To take first the most unfavourable aspect of the case; the members of the British motor industry seem unable to act together and to present a really strong and united voice to opposing interests. The Society

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TRADE MARK

of Motor Manufacturers and Traders is anything but an entirely British body. During the war the Association of British Motor Manufacturers was formed, and it appeared that this organisation might do much good work that the S.M.M.T. by its very constitution was prevented from doing; but within the last two months the A.B.M.M. has been brought under the control of the S.M.M.T.

Occasionally, international conferences are held at which the representatives of the motor industries of various countries meet together and discuss their ambitions and interests. Such a meeting is being, or is about to be, held in Paris. The American motor industry is represented by a body which consists entirely of American motor manufacturers. The French motor industry is represented by a body which consists entirely of French motor manufacturers; and the same applies to the Italian. But the British motor industry is represented by a body that only partially represents the British motor manufacturer, because a considerable proportion of the membership of that body consists of concessionaires of foreign cars. Such a position as this does not suggest that the British motor industry is doing the best that it can for itself, but it does suggest that it is frankly opening itself to attack, both in front from its foreign competitors, in its flanks from its home Government, and in its rear from those sections of the community that are always eager to do the best they can for every country but their own.

It is surely its inability to present a united front and an authoritative voice to the powers that be that has placed the British industry in the very unpleasant position that it occupies to-day. The British tyre manufacturers have long been making half-hearted and individual protests against the absence of any protection against foreign tyres. The same applies to makers of British commercial vehicles, and unless the private car industry can formulate and present a stronger front than its sisters and a more united voice than it has been able to offer itself in the past, one can see that all three branches of the industry will soon be in the same unenviable position.

AN OMISSION FROM THE BRITISH PROGRAMME.

The public is always ready to criticise the British industry because it will not offer a really good, medium powered, medium quality car at a really low price. A suggestion that we made in a recent issue that such a car might be produced by the collective efforts of the industry has apparently fallen on deaf ears. It is, of course, and it always will be, impossible for any individual firm of the British industry to produce a car that will compete, say, with the Ford or the Chevrolet. The reason lies not in the industry itself, but in the fact that the British home market is inevitably smaller than the American, and that, as a result, the American manufacturer can embark on a huge manufacturing programme which will give him a generous surplus for export trade, which the British manufacturer will never be able to equal. But a collective and co-operative effort under the direction of a controlling body of the British industry as a whole might reasonably bring forth results that would more than justify the sinkings of petty prejudices that would be involved.

CORRESPONDENCE.

SIR,—May I appeal to every motorist, through your columns, when driving at night never to leave a car standing with its lights on on the off-side of the road, even if it is necessary to turn the car round in order to avoid doing so. When a car stands on the "wrong" side of the road with its head or side lights on, the natural tendency of the oncoming motorist is to drive to the left of those lights. The danger is obvious.—STENSON COOKE, Secretary, The Automobile Association and Motor Union.

ITEMS.

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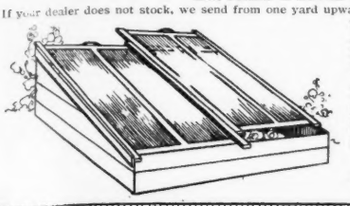
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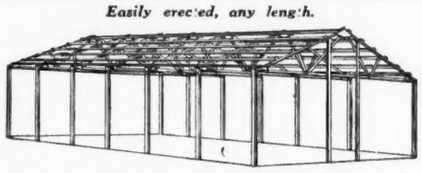
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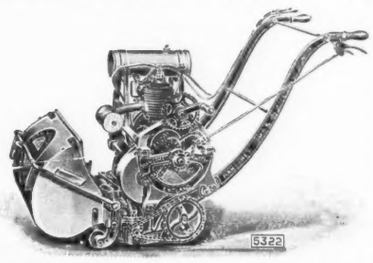
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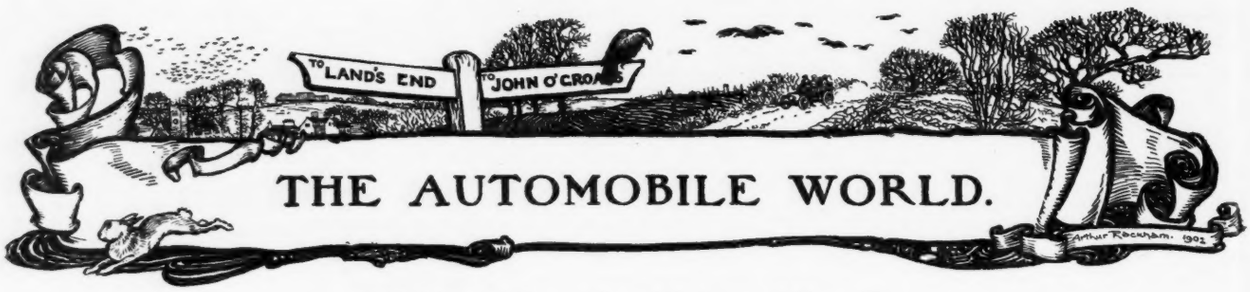


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THE 10—15 H.P. FIAT

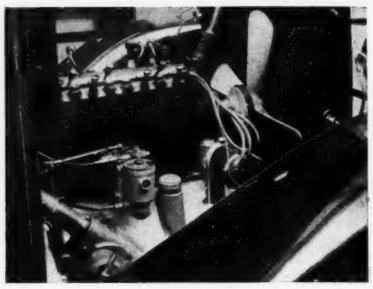
AMONG the foreign cars that are established on the British market the Fiat has long held an important position. And the Fiat undoubtedly deserves that position, for not only have the cars been consistently good in themselves, they have, by their performances and by their reasonable prices, done much to improve the standard of British manufacturers. The factory in Turin is the largest and one of the oldest automobile factories in Europe and indeed in the world; and the geographical conditions for which Fiat cars are constructed are such as to make them suitable for use and capable of giving satisfaction anywhere where motor cars are used.

The 10–15 h.p. model which forms the subject of this note, is a post-war introduction to this country, and although for a long time it was much more expensive than British cars of similar class, it has always enjoyed an assured market, and now that its price is such as to compare very favourably with that of high class British cars of corresponding specification, the Fiat market and popularity seem to be rapidly growing and increasing.

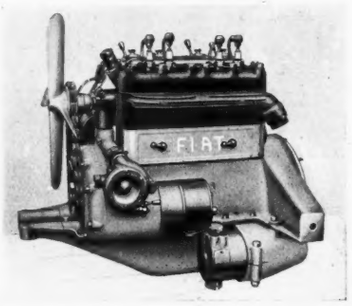
The engine size of the car (65mm. by 110mm.), giving a capacity of 1460c.c., brings it well within the official light car definition. In the matter of engine construction and details there is little that calls for special comment, for it is a thoroughly straightforward and conventional piece of work which suggests that its experienced designers, having passed through the gamut of novelty, are content to abide by a proved and simple design. The cylinder head is detachable with valve caps on one side and compression taps on the other, the valves being arranged side by side and operated from the crank-shaft contained in the crank-case. The integral casting of exhaust manifold with cylinder block is a feature that one might be inclined to criticise, if experience with the car did not prove it to be entirely satisfactory, for none of the evils alleged to result from this practice are apparent and this power unit runs even cooler than the average for light car engines. In the main this desirable attribute is undoubtedly due to the very large as well as handsome radiator and the circulation of the water by pump, this latter being driven from a cross shaft at the forward end of the engine, the other end of which drives the magneto. The starting motor and dynamo mounting are particularly neat, as may be gathered from the illustration of the near side of the engine, although the neatness of the mounting of these two units is undoubtedly acquired at the expense of some accessibility. On the offside of the engine is the Fiat carburettor, bolted close in to the cylinder block; next to it is the oil filler and then comes the magneto with its contact breaker and distributor conveniently disposed for inspection. On the lower half of the crank-case, which constitutes the oil sump, is a little window covering a needle attached to a float and indicating the level of oil in the crank-case.

STRANGE GEAR RATIOS.

A multiple steel disc clutch transmits the power to a four-speed gear-box, the ratios of which can only be described as extraordinary. They are 5.4–1 on top, 10–1 third, 14.3–2 second, and 25–1 first. Giving my own opinion for what it is worth, I venture to describe these ratios as *doubly* extraordinary and for this reason: The average British motorist likes to have the third speed of his four speed-box just a little below top so that when he encounters a hill just too steep for his top gear he can, nevertheless, surmount it at a quite satisfactory speed on third. The idea underlying the employment of a four-speed box is that gear changing shall be fairly frequent and, by way of compensation, the car shall be endowed with a fairly high top gear, which shall enable it to keep up a fairly high speed on the level with its engine turning over comparatively slowly. The third speed is generally considerably



The exhaust side of the 10-15 h.p. Fiat, showing the water pump and the mounting of starting motor and dynamo.



There is plenty of room under the Fiat bonnet, and, as may be seen, the carburettor, oil filler, magneto and compression taps are all readily accessible. Note also the way in which the lead to the head lamp is brought through the radiator.

higher than the second of the three-speed gear-box, the second is generally a trifle lower than the second of a three-speed box, while the first is lower than the first of a three-speed box by a still smaller margin. The first speed on any car should be low enough to take the car over any hill, irrespective of the number of ratios available above it and so, if it is as low as necessary, there is little point in making it very much lower.

Now, as many of my readers will be aware, the country within motoring distance of Turin consists in the main of a perfect plain, bounded on the north and south by Alpine ranges, which are crossed by very long but wonderfully engineered ascents of gentle gradient. It would appear that the ideal gear ratios for carrying a car over these hills are such as would enable fair speed to be maintained on the level, but as no ordinary car could climb any of these Alps on top, the third should be but little lower than the top ratio, the second should show a 100 per cent. drop (from top), and the first another 70 per cent., say. Thus, with a car such as this 10–15 h.p. Fiat, the ratios one might expect would be 4.8, 7.25, 9 or 10–1, and 15 or 16–1, or, say, 17 to be on the safe side. But it would be absurd to suggest that a



THE 10-15 H.P. FIAT ON THE ROAD.

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·ADAMS·

foreigner could tell the native of Turin, and especially the designer of the Fiat car, anything about the best ratios for negotiating his own countryside, and therefore, I will allow that for northern Italy, Fiat ratios are "O.K.," although I



The driving compartment and the detail of the hood mounting on the 10–15 h.p. Fiat.

allow it grudgingly and with a modest provision that I would like to investgate their justification.

But whatever may, or may not be the right thing for Italy, Fiat light car ratios are not the right thing for Great Britain, which is quite an important market. Certainly the low top gear gives the car a wonderful hill-climbing capacity in which it compares very favourably with, and indeed often excels, the average American car with its big engine and comparatively light weight. Also, the wonderfull smooth running of the Fiat engine—this is one of the very few light car engines I have sampled that has no trace of a vibration period at any speed—enables a quite high speed to be attained. The car that I had on test was not fitted with a speedometer, but with the proviso that it is always difficult to judge speed and especially so in a strange car, I should say that the 10–15 h.p. Fiat was quite good for its 50 m.p.h. Realising that raising the gear does not always increase the speed of a car, I feel confident that it would do so in the one under consideration. This engine is a really powerful "hot-stuff" engine and if any engine that pays only £10 a year tax could pull a car satisfactorily on a $4\frac{1}{2}$–1 top gear, it is the 10 h.p. Fiat.

The third gear is the only one that has to be called upon for mastering any ordinary British main road hill, such for instance as Westerham We sailed up Westerham on third at what seemed well above "legal limit" speed, which was very pleasing, but I must say that I was almost disappointed when I nearly mastered Brooklands Test Hill on the same gear. Just fancy this car with a four-speed gearbox requiring only one drop from top to get over Brooklands Test Hill! A standing start on the steepest portion of this hill (gradient one in four), it accomplished with its bottom gear of 25–1 ridiculously easy. It was, in fact, just like starting on this particular spot with a high class 30 h.p. car, as I have so often done. The recently



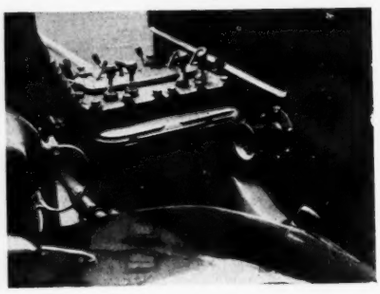
The Fiat rear axle in course of dissembly.

held General Efficiency Trial of the Junior Car Club has proved that many light cars cannot get up Boookland's Test Hill at all. Here is one that makes a standing start on the steepest part with consummate ease! But for British roads how much ni er the Fiat would be with a higher top, third and second ratios, and even also a higher bottom.

Final drive in the rear axle is by helical bevel, the whole of the mechanism being capable of withdrawal through a rear casing. Both hand and foot brakes operate on the rear wheels, both being internal expanding and working in large deeply ribbed drums, this latter attribute being one that is very rare on small cars, but is certainly entirely desirable. Steering is by worm and worm wheel and the springs are semi-elliptic all round, the wheels being for 760mm. by 90mm. tyres.

ROAD HOLDING.

Such aspects of road performance as depend on engine power and gear ratios have already been covered; it remains only to say that the Fiat stands out among light cars for many things and among them and of primary importance are its steering and road holding qualities. It is one of the very few light cars that gives big car sensations on the road, which, in a way, is all the more extraordinary, as its engine is turning considerably faster than the average on cars of its type. But engine sensations alone are not sufficient to distinguish small cars from big cars, for some big car engines are quite rough, some small car engines are quite smooth. It is to more than this that the Fiat owes its distinction. Its steering is both light and steady, its suspension is sufficiently, but not too generously, flexible. The car rides uncommonly well over bad surfaces, but its springs are not so soft as to give that



Near side under the Fiat bonnet.

undesirable swinging and rolling which are apt to arise as a pitfall for the designer who successfully tries to avoid harshness in his springing. As for the general control of the car on the road, this is certainly excellent, for in addition to those *desiderata* that arise from pleasant springing and steering, the Fiat gives in high degree that sense of perfect and easy control which arises from an unusually and smoothly operated clutch and from efficient brakes. Both hand and foot brakes are adequate to stop and hold the car anywhere.

BODYWORK.

The standard four-seater Italian body that comes over to this country mounted on a 10–15 h.p. Fiat chassis is made, not by the Fiat Company, but by a subsidiary concern in Turin. The body that is favoured by the Italians, that is to say, with very low but very shallow seats and a mere chain or rope, or even nothing at all, in the place occupied by the side doors, would never be tolerated in Great Britain. Judging by appearances most critics will be inclined to say that the Fiat four-seater errs in lacking comfort. The radiator and the bonnet of the car give a very attractive and dignified appearance, but the body strikes one as being rather high in build and its seats seem too near the top of its sides. It is, therefore, with considerable surprise that one finds the seating of the 10–15 h.p. Fiat four-seater to be thoroughly comfortable. Things are not always what they seem and the seating of the 10–15 h.p. Fiat is not only much better than it looks, but is as good as any ordinary minded man could require.

One of the most wonderful things that we have ever seen on a motor car is connected with the Fiat four-seater body and it is the apparently commonplace necessity of the hood fixing. As both my space and my temper are short, I am not going to attempt any detailed description of the processes involved in raising and fixing the hood of this Fiat four-seater, further than to say that the actual attachment consists of a couple of iron tubes that run down either side of the windscreen, fastening on pins at the bottom and attached to adjustable threaded bolts at the top, *i.e.*, in the hood frame itself. When the hood is up it is quite nice and it has a little flap constructed to fit snugly against the top of the windscreen and so prevent unseemly and unwelcome draught. But if you are going out for a day's run in a four-seater Fiat and there is the slightest possibility of rain before you return, put the hood up before you start, for a really heavy shower will have ample time to drown you and your passengers before you can protect them by getting the hood into its business position. Possibly this is one of the disadvantages arising from the designer of this Fiat hood living in a clime where the weather is tolerably certain, for surely he cannot have experienced rain that begins with less than half a day's notice.

But really taking all in all, this 10–15 h.p. Fiat is a wonderful light car. It goes and it keeps on going with a reliability that is uncanny and with a smoothness and at a speed that one would say are really rendered quite impossible by its gear ratios. Its engine must be wonderfully balanced, it is certainly remarkably powerful, and if every British light car were as good as this allied competitor, the British industry would certainly be happier than it is to-day. W. H. J.

The "More-Room" Steering Wheel.

THE discomfort that frequently attaches to squeezing into the driving seat of a car, especially when one is generously clothed for a long run in cold weather, is an unnecessarily frequent experience. The ideal position of a steering wheel, from the point of view of the control that it gives of the car, is undoubtedly about 8ins. in front of the driver's body with the wheel itself in an almost vertical position. General considerations of bodywork and design prevent the almost vertical position of the wheel from being attained, except on fully fledged sporting cars; but even so, designers realise that the wheel needs to be close to the driver. Unfortunately, this desirable position involves disadvantages, because the closer the wheel is to the driver, the more inconvenient it is for him to enter and leave his seat. Various remedies have at different times been suggested, the commonest being the provision of means for moving the steering wheel on the column; that is to say, fitting the wheel with a hinge or with other mechanism by which it may be lifted out of the way when the driver is entering or leaving the car, and may be immediately restored to its normal control position when the driver is ready to proceed.

Of the various methods employed to this end, the design of the "More-Room" steering wheel is of considerable merit. The wheel itself is mounted on a six-armed aluminium spider in which is embodied a locking device and guides along which the wheel may be moved. The illustration of the wheel makes its movement far clearer than any written description could do, and anyone who has ever experienced a difficulty or discomfort in getting into or out of his driving seat will immediately appreciate the boon

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offered by this fitting. When in its normal control position the wheel is held by a spring-loaded plunger. Before being moved to allow of easy ingress or egress, a small button on the right-hand spoke of the wheel is pulled cutwards with the thumb, thus releasing the plunger, and the wheel may then be pushed out of the way.

While all things are possible, it is highly improbable that the "More-Room" wheel will slip accidentally when the car is being driven, and even if it should, it can be immediately returned to its normal



The "More-Room" steering wheel in normal driving and lifted-up positions.

position, the car meanwhile being under full control. In view of the convenience offered by this wheel, it cannot be regarded as expensive, for it costs 3 guineas, or £3 10s., according to whether its rim be of wood or of ebonite. We believe that many private motorists will welcome such an addition to their comfort as that here offered. A wheel of similar type has been standardised on some American cars, but it is now, we believe, available for the first time in quantities to the private motorist for fitting to any car. If the wheel were adopted as standard by British manufacturers (incidentally the "More-Room" is an entirely British invention and production) it would enable the more extensive use of a better rake for the steering column than is at present common, and this in itself is sufficient to give the wheel a serious claim on the attention of all car and chassis designers.

Motor Taxation Referendum.

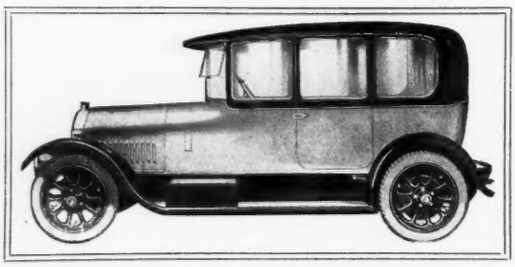
ALTHOUGH dissatisfaction with the present motor taxation is so widespread as to be practically universal, opinions on the best remedy for the unfortunate situation are by no means unanimous. For instance, although the principle of the fuel tax is undoubtedly better in every way and is far more equitable than a tax on horse-power, because it necessarily compels the payer of the tax to contribute in direct proportion to the use that he makes of the roads, some motorists benefit directly from a horse-power basis, viz., those who cover a very considerable annual mileage. When the horse-power tax was introduced, it was calculated that for the average car an annual mileage of 7,000 miles would cause its owner to pay pretty much the same to the Government in the way of taxation when he paid £1 per horse-power, as when he paid 6d. per gallon on the fuel that he used. Some motorists do much more than 7,000 miles a year, and these benefit by the horse-power tax. Others—and these are in the great majority—do much less than 7,000 miles a year, and for them a reversion to a fuel tax, even if the tax were so high as 1s. per gallon, might well mean a considerable saving in taxation expenditure.

With the idea of finding out exactly how the land lies, the Automobile Association is issuing a questionnaire to every motorist, asking him to give the results of his experiences during 1921. The questionnaire is not limited entirely to narrow matters connected with the incidences of the application of the tax; it embraces such subjects as total annual mileage, average fuel consumption, the extent to which the motor car or motor cycle was out of action, the amount of tax paid, any difficulties or inconveniences experienced in obtaining the licence or the registration book, etc , and the opinion of the owner on the merits of the horse-power as compared with the petrol tax

From past experience, it appears possible that this questionnaire will not receive the attention that it really deserves, but we would urge every owner of a car who reads these lines to apply for the form to the Automobile Association, at Fanum House, Whitcomb Street, W.C.2, and to fill it in and return it at his earliest convenience. If motorists will not help themselves, they are indeed adopting a very illogical attitude when they grumble at their organisations for failing to guard their interests. The invention of the horse-power tax was, in no small measure, due to the indifference or to the divisions of the motoring community as a whole. It is only by setting aside that indifference and overcoming those divisions that motorists will secure any material improvement in their lot.

Foreign Touring.

UNTIL about six months ago the British member of the R.A.C. or the A.A. who wished to tour abroad was excused from actually paying the Customs deposit on his car by giving a banker's indemnity to his club or association. It came as a great disappointment to many who had made a habit of spending at least a part of the winter abroad in their cars when this facility was withdrawn, and, therefore, it is with pleasure that we announce that it has now been restored, at least in part. While not yet again willing to accept a banker's indemnity for the whole amount,



11·4 h.p. 2-Seater	£595
11·4 h.p. 4-Seater Touring Car	£620
11·4 h.p. Coupé	£725
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All with 106-inch Wheel base.	
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WILLYS-KNIGHT SEDAN Five-Seater	£975

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PUT the right spirit into your game by putting the right spirit into your car. Wise golfers use the "Best Possible."





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the Club or the Association require an actual cash deposit of only £100, the remainder of the amount being made up by the banker's indemnity.

Explaining its move, the A.A. states that it is due to the action of members alone that the previous facilities had to be withdrawn. Many awkward and very unpleasant situations were created between the Automobile Association and the Customs authorities of foreign countries, because members entering these countries under the ægis of the A.A. failed to satisfy the duties that were required of them in the way of discharging their triptyques and other documents

BOAT RATES.

THE improvement now effected is accompanied by a very welcome reduction in the cost of transporting the car over the water. The new rates are appended, and it will be seen that on the Dover—Calais and Folkestone—Boulogne routes there is a difference between closed and open cars, although this difference is not recognised on the Newhaven—Dieppe route In the absence of any information, we assume that the rates between Southampton and Havre are not altered

The new rates between Dover—Calais and Folkestone—Boulogne are :

ALL CLOSED CARS HAVING PERMANENT TOPS.

Wheelbase.	*Owner's Risk.*	*Company's Risk.*
Not exceeding 6ft. 6ins. ..	£7 7 0	£9 9 0
„ „ 8ft. 6ins. ..	8 8 0	10 10 0
„ „ 10ft. 6ins. ..	9 9 0	11 11 0
Exceeding 10ft. 6ins. ..	10 10 0	12 12 0

ALL OPEN TOURING CARS AND CARS WITH DETACHABLE OR COLLAPSIBLE HOODS.

Wheelbase.	*Owner's Risk.*	*Company's Risk.*
Not exceeding 6ft. 6ins. ..	£5 5 0	£6 6 0
„ „ 8ft. 6ins. ..	6 6 0	7 7 0
„ „ 10ft. 6ins. ..	7 7 0	8 8 0
Exceeding 10ft. 6ins. ..	8 8 0	9 9 0

The new rates for all cars, whether open or closed, *via* Newhaven—Dieppe are :

Wheelbase.	*Owner's Risk.*	*Company's Risk.*
Not exceeding 6ft. 6ins.	£4 15 0	£6 12 0
„ „ 8ft. 6ins. ..	5 15 0	8 0 0
„ „ 10ft. 6ins. ..	6 12 0	9 10 0
Exceeding 10ft. 6ins. ..	7 10 0	10 17 6

All the above are as from April 1st.

Left-hand Drive.

THE objections to left-hand drive for motor cars using British roads are obvious. But all who have driven one of these cars for any distance agree that the dangers arising from this disposition of the steering wheel are very much exaggerated. Under certain conditions, indeed, the left-hand drive has emphatic advantages, such, for instance, as driving in fog.

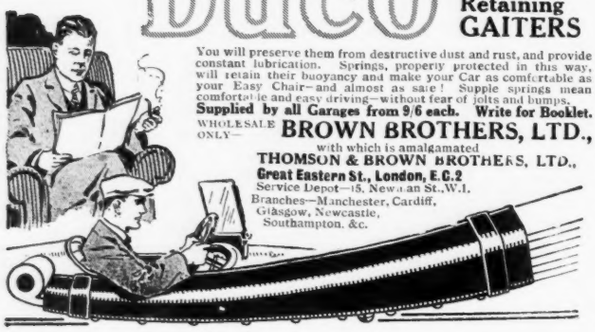
The main objection and the most soundly based is that the driver cannot signal to those behind him his intentions of a projected turn. This drawback is not by any means limited to the left-hand driven car, for many light delivery vans with right-hand steering are so arranged that signalling is difficult and the majority of left-hand driven cars on our roads to-day are of the light delivery van variety. The low priced American car in private use had decreased enormously in numbers on our roads within the last year or so, and this decrease is undoubtedly due in no small measure to the prevalent objection to left-hand drive. A Government Committee that has been investigating the whole question, in issuing its report, recommends that no definite restriction be imposed on left-hand drive, but that some sort of mechanical signalling device, by which a driver can make known his intentions to those behind him, is a necessity. This is a very sensible recommendation for a Government Committee to make, and it will be interesting to wait and see how, if at all, the recommendation is applied practically.

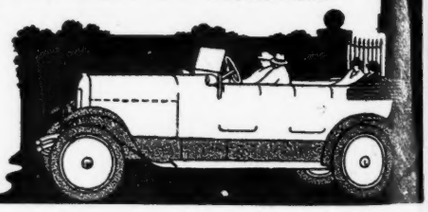
A New and Efficient Tyre Patch.

ONE might be pardoned for thinking that there is little new to be discovered in the manufacture of such commonplace things as tyre patches, but a recent production of Messrs. Charles Cuthbe and Co., of Great Eastern Street, E.C.2, demonstrates this idea to be false. This is a patch for the outer cover and is intended to be fitted inside tyres of which both tread and canvas have been penetrated, or which are developing an incipient slit. The ordinary canvas, or even canvas and rubber patch prepared for this purpose is generally intended to be placed between the tube and cover and to rely for its retention of position merely on the pressure between tube and cover, or by the clipping of flaps between the beads and the rim. The "Elongaiter" patch for such is its name, consists of uncured rubber on a canvas foundation, and when the canvas of the tyre has been carefully cleaned and the rubber surface of the patch wiped with petrol, the two amalgamate so that not only does the patch cover up the hole, but it also strengthens the weak place in the tyre.

By good fortune we recently had an excellent opportunity of testing the efficiency of the patch, for we had an old tyre with a burst of some 3ins. in length in it. Placing a piece of ordinary cycle cover, a trifle larger than the hole, below the hole itself, we put the "Duco" patch—as this same patch is described when sold by Brown Brothers, Limited—over this extra patch and have succeeded in getting more than 100 miles out of a tyre that was previously quite incapable of any use at all.

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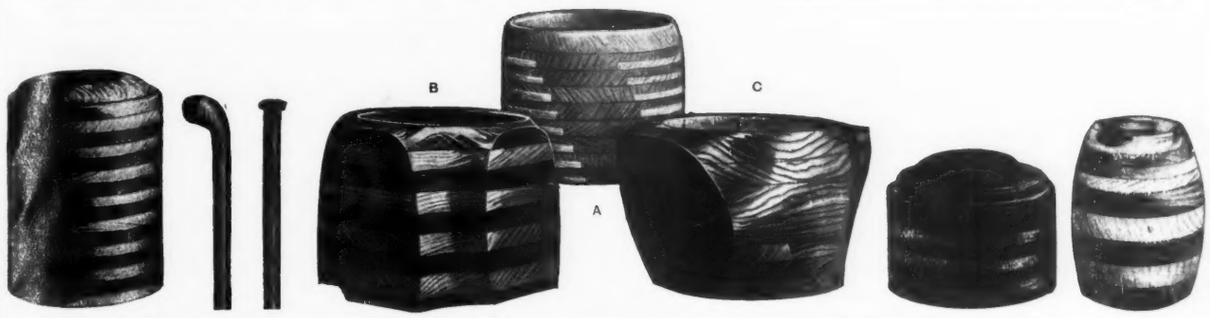
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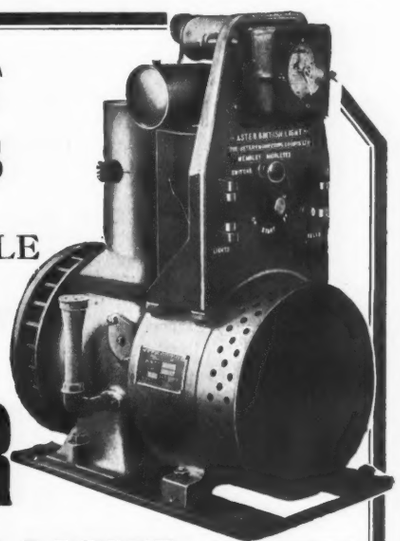
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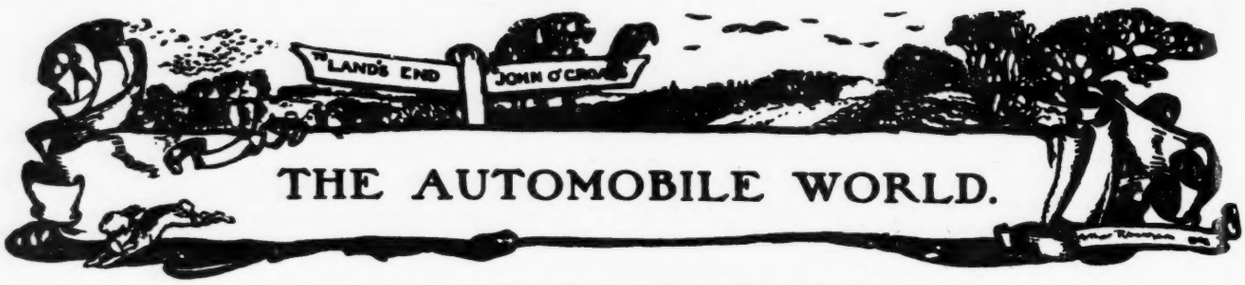
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THE AUTOMOBILE WORLD.

AN APRIL WEEK-END

IT is the fashion for us Britishers to grumble at our climate. Whether it is a good fashion or not is beside the the point, but there certainly seems some justification for it, if anything that is questionably good can have justification. But in connection with the testing of motor cars, a perfectly even and reliable climate is anything but an asset, and perhaps it is not stretching the imagination to absurd lengths if one suggests that the general excellence of British cars is due in some measure to the very erratic weather conditions under which we and our cars have to work.

By the time these lines appear in print some 300 mad motorists will be busily engaged in a jaunt from London to Land's End, on an annual "Trial" organised by the Motor Cycling Club which starts every Good Friday, just as the London-Exeter starts on Boxing Night and the London-Edinburgh at Whitsuntide. A gentleman whom I am sorry to associate with the term "mad motorists," but who could not bear to miss one of these strenuous joy rides, anxious to decide if the cars for which he is responsible could be safely embarked on the precipitous climbs of North Devon, asked me if I would care to join him on an "experimental" journey, and meekly and gladly I accepted his invitation; and so Mr. Vaughan Knight, with two of his henchmen, three G.W.K. cars and myself set off from Maidenhead on a glorious Saturday morning for the horrors that are associated with the names of Porlock, Lynton and Beggar's Roost. For reasons that will soon become apparent, those horrors remained trials in our imagination only, for Nemesis overtook us in the shape of a climatic freak long before we stormed the Devon boundary. But before getting on with the trip, a word about the cars that were taking us.

FRICTION DRIVE.

The G.W.K. was one of our first and most popular light cars and, in addition to the distinction of helping to pioneer a great movement, it has the distinction of pioneering friction drive. Now, friction drive is one of those controversial things connected with motor cars of which enthusiastic supporters and just as emphatic detractors are always to be found. To conceive the principle as simply as possible, imagine two pennies, one with a hole in its centre and the other set at right angles to it, so that the periphery of this latter bears on the face of the other. Now imagine the one with the hole in it turned round, the friction between the two will cause the other to be turned also and the ratio between the speed of the first and that of the latter will depend on the distance of the latter from the centre of the first. If the driven disc or penny be at the extreme edge of the driving disc, their two speeds are practically the same; it is doubtful if they could be precisely the same if both discs were exactly the same size, but this is an incidental. The nearer the driven disc approaches to the centre of the other, the slower its speed and if it passes across the centre on to the other side of the driving disc, its direction of rotation will be reversed. As the driving disc has a hole in its centre, when the driven disc is opposite this hole, it obviously is not turned at all. Here then are all the constituent functions of the gear-box, a neutral position, a reverse and not merely two, three or four alternative forward "speeds," but an infinite range between the lowest and the highest positions.



APRIL FOOL'S DAY.

This is one of the great assets of the friction drive as employed in the G.W.K. car. Within certain limits, which are as wide as those generally provided by the conventional gear-box, the range of speeds is infinite. The discs replace not only the gear-box, but also the clutch of a conventional transmission system. The "clutch" pedal is so connected to the shaft on which the driven disc is mounted that it moves this disc very slightly backwards when it is depressed. In other words it separates the two discs from contact and when so separated the driven disc may be slid along the splined shaft on which it is mounted by means of an ordinary "gear" lever working along a quadrant.

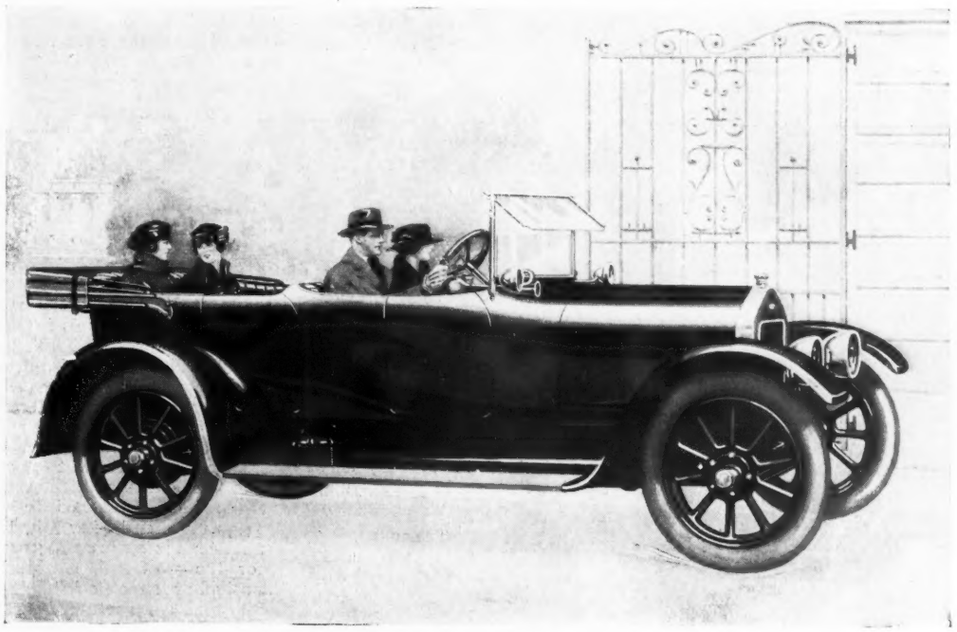
THE PROS AND CONS OF FRICTION DRIVE.

Friction drive has certain emphatic advantages, the two most pronounced of which are, simplicity and ease of control. The driving disc is of steel and lasts for ever. The driven disc is of cork or other special material carried between two steel discs, or more accurately there is a double steel disc faced with cork, or special friction material. The average life of this driven disc facing and the cost of a renewal are such that it has been claimed that the maintenance of the whole friction system costs less than the grease that would be



A TYPICAL BIT BETWEEN BECKHAMPTON AND DEVIZES.
The rift in the snow is due to the protection of the two tar barrels at the side of the road.

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The Wolseley Fifteen Touring Car.

"WOLSELEY"

The Cars that Combine Luxury with Economy.

THE tremendous and ever-increasing demand for Wolseley cars has been met by a bold manufacturing policy. Nearly one hundred acres of factories, with a scientific organisation **second to none in the world,** are now devoted to the production of these leading British cars, so that **prompt deliveries may be confidently relied upon**. No matter what car you now possess, or what new car you may be considering, **you cannot afford to ignore the claims of the Wolseley.** In quality, in comfort, in performance and in value, each Wolseley model stands an acknowledged leader in its class, unequalled for reliable and economical service.

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Two-seater (Specification A) ...	**£475**
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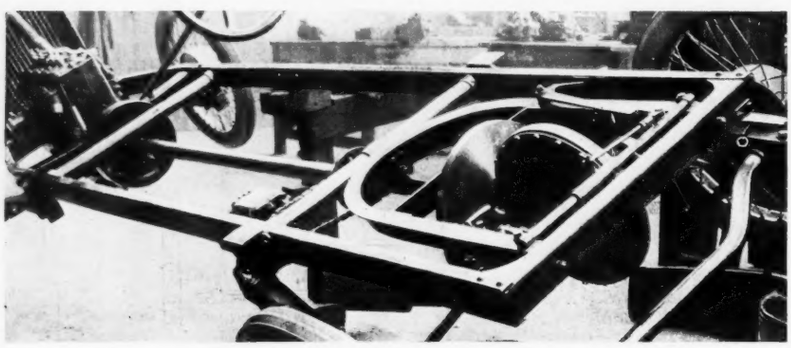
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used for a gear-box over a similar period of running. Personally, I rather suspect that this claim is somewhat exaggerated, but not so much as the sceptic would have us believe.

The opponents of friction drive tell us that it is inefficient and is always apt to slip. To them the best answer that can be given is that a fleet of G.W.K. cars has been employed by a London newspaper and by the Post Office for many years on the most arduous service imaginable and has given entire satisfaction; that a G.W.K. car has never been entered in a reliability trial without gaining a gold medal; that it is surely unique among all cars in having a 100 per cent. success record throughout the whole of a long competition career, and finally G.W.K. cars in the hands of private owners have long been among the most successful on the road.

A detailed chassis description is beyond my present scope and I will be content with saying that the four-cylinder water-cooled engine has a bore and stroke of 66mm. by 100mm., that the bodywork is comfortable and of very pleasing lines, while the four-seater has the most comfortable rear seat of any light car on the road. Finally, the G.W.K. is, I believe, the lowest priced of all our four-cylinder water-cooled cars, the two-seater costing £285 and the four-seater £295. The original models of this car had the engine behind the driver's seat; the present production model has it under the bonnet in the ordinary way, but there are certain advantages connected with the engine behind the driver's seat that are quite indisputable and it is not beyond the realm of possibility that this engine position may be re-adopted in the near future.



THIS SEMI-PLAN VIEW OF THE G.W.K. CHASSIS SHOWS CLEARLY THE GENERAL ARRANGEMENT OF THE FRICTION TRANSMISSION.

But to get on with the narrative of our April Fool's week-end. Brilliant sunshine and a crisp refreshing air saw us from Maidenhead to Marlborough in excellent time, for the G.W.K.'s, although not particularly fast cars, made an excellent average and kept up their 35 m.p.h. up hill and down dale without falter. One of the cars geared rather higher than the other two was good for its 46 m.p.h. or 47 m.p.h., but the speed of a fleet is that of its slowest ship and we all wanted to keep together. The gates of Marlborough College could not be passed by the old Marlburian of our party and a stop for a photograph also converted the three cars into an excellent snowball target for some of the boys in the new building on the right-hand side of the road opposite the main gates. However, we were well ahead of schedule time, and, as the shooting soon became erratic, did not mind a little delay while Mr. Knight indulged in schoolday reminiscences. If we had only known what lay not more than half a dozen miles ahead!

APRIL SNOW.

By the giant tumulus just short of Beckhampton, we ran into a snow drift some 6ins. to 8ins deep, which, however, made no difference to us beyond demanding a rather stronger grip on the steering wheels. All the way to Marlborough the countryside had been innocent of snow, but now the fields on either side of the road were thickly covered and in occasional places the snow was piled in deep drifts on the road itself. At Manton, where the road forks off to the left for Devizes, we were stopped by several cars the drivers of which told us that we could not get through, but so surprising was the information that we took no notice of it and went blithely on. Very soon after passing the wireless station at the side of the Devizes road, we began to realise that it was not mere hilarious pessimism that had called forth the advice at Manton. The drifts became deeper and deeper. We passed one really deeply bogged lorry at the side of the road and another car with a wheel torn off, but still we pushed on until forced to a definite halt by a stretch of about a mile of virgin snow some 18ins. or 2ft. in depth. One or two efforts to charge through it after fitting Parson's chains, conclusively proved that a continuance would be madness.

Soon we espied two men with shovels gradually clearing the road, whom we took to be a couple of County Council men sent out for the job. It transpired that they belonged to the lorry that we had passed further back which had been bogged at three o'clock in the morning and having secured shovels the men had been engaged ever since in making a way through which they could pass. Judging by their rate of progress when we saw them, in spite of their really strenuous efforts, they would have cleared away not enough snow to make a way before ten o'clock the same night, at the very earliest.

Occasionally we made dashes with one of us driving and the other three pushing behind his car, or sitting on the back to keep the wheels down, but, beyond landing us in further difficulties, the result of these efforts was purely negative. The road, we were told, was quite impassable and a whole string of cars were supposed to be held up at the Devizes end of the drift. The case seemed to be hopeless and although it was not mentioned, we each began to wonder in our heart of hearts who would be the "brave coward" first to suggest a return home.

In the midst of these deliberations and floundering on the snow in the road and the mud in the fields at the side, a lorry hove in sight from the Devizes direction, charging gallantly along until it struck the deep drift that held us up. Here it soon came to a standstill and would probably have landed in the same predicament as the lorry on the Beckhampton side whose driver's were shovelling away at their end of the drift, if we had not all got behind Harrods "lifeboat," for such we deemed it to be, and with a hearty will, assisted the efforts of its driver in forging his way through the snow by pushing behind. Thus a way was partly cleared for us and, when the lorry had gone, we decided to tackle the obstacle once more, keeping as far as possible our wheels in the tracks of the lorry. To cut a long story short, Parson's chains, willing engines, tenacious friction drive and vigorous human efforts got us through the drift and after another stop in a drift even deeper than the previous one, but not so long, from which we were rescued by an A.A. inspector who came doubling up with a shovel "at the slope," we had a fairly fast run to Devizes, our previous experiences having put us in good form for tackling subsequent drifts, of which there were many—some even deeper than those we had mastered, but none quite so long.

It is no comfortable experience this driving a light car through snow, perhaps a foot deep with a bank on either side some 6ft. high which may collapse at any moment. But G.W.K. epicyclic steering and friction drive proved themselves on that occasion as they have surely never done before. Bridgwater formed the night's resting place—I would like to say a convenient night's resting place, but if Minehead, which we had hoped to make our destination, contains one of the best hotels in England, surely Bridgwater contains one of the very worst, and we struck it. I am hoping for an opportunity to aim a few pointed shafts at British hotels in general at some future date and our hostlery in Bridgwater will certainly be the bull's-eye of my target. Suffice for the present to say that the bed allotted to me at eight o'clock was unmade when I wanted to go to bed at 11.30 p.m., and after I had been allotted another room, vacated by its occupant for the week-end, a traveller who had booked at five o'clock the room previously alloted to me, returned to his apartment to find it still un-ready for him.

IMPOSSIBLE PORLOCK.

After Bridgwater we hoped next morning to tackle the Devonshire hills and we arrived at the foot of Porlock, having negotiated many stretches of thick snow. It used to be the regular thing for the natives of Porlock village to wager motorists that they would not get to Lynton and the experience was repeated to us on this memorable Sunday and with every good reason. But we did get up Porlock—by walking and a terrific walk it was! The snow was nowhere less than 1ft. deep, except for a narrow footpath made by a few of the natives who had to negotiate the hill in their search for sheep, and some of them we were told had encountered drifts from 12ft. to 15ft. deep. At places the snow was 3ft. or 4ft. deep on the roadside and unless the weather has enormously improved and the road has been rapidly dried by hot sun and strong winds, the hill will surely be even more of a "teaser" to competitors in the Land's End run than it is normally. The hill, by the way, is nearly three miles in length, although the gradient eases off temporarily after the second mile, and in places it has a gradient of one in three, although the maximum gradient in the contour book is given as one in six. It is something of a feat to climb Porlock under any conditions, but in the Land's End run it is included in a non-stop section, over which 18 m.p.h. has to be maintained.

The object of our trip was obviously defeated. Not merely would it have been absurd to attempt to go on, it was actually and definitely impossible, and so we turned back to Minehead for lunch and retraced our steps homewards, finding on the return journey that the snow was rapidly disappearing and roads that in the morning had been difficult were now practically dry. It was evening when we recrossed the Marlborough Downs, but no difficulty was now experienced. Several cars were met on this stretch of road and the lorry which we had seen bogged on the previous day had somehow or other got away; nor did we see any trace of a car that we were

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told by its driver had been lost in a 6ft. or 10ft. drift at 3 a.m. on Saturday morning.

Of the behaviour of the G.W.K. under these exciting conditions, one cannot speak too highly. Although two of the cars were geared on the low side, they pegged along at a goodly average over the twisty and in many cases very rough roads of Somerset and over the open perfect stretches of the Bath Road. Never were they spared, for time was pressing, and nowhere did they fail to behave as well as any car with positive transmission could have behaved. It was truly a vindication of friction drive, if any such vindication was needed, which actually it is not, but which, nevertheless, it is quite refreshing for one to have as extra evidence in support of an already firmly established conviction. W. Harold Johnson.

Enterprise in Maidstone.

A FIRM whose progressive methods have exercised a strong influence quite beyond the area which benefits from them directly, is Messrs. Rootes, Limited, of Maidstone. When the subject is brought to mind, one recollects that for more than a year now, one has heard continual whispers and rumours of the extraordinary foresight, enterprise and skill that was being shown by a rapidly growing motor car firm in the county town of Kent. Even in the Midlands and in the North, garage proprietors have been heard to express their intention for the present, or for the immediate future, of following the lead given by Messrs. Rootes, Limited, and it has been not only agreed, but demonstrated, that the methods first exemplified in Maidstone, are more than justified by the results.

With a comparatively small beginning just before the war, the Roote enterprise was soon diverted from its original course on to war work, but at the end of the war when aeroplanes and aircraft work no longer formed a sufficiently important sphere of activity, original intentions were revived and followed up. And now the Roote establishment is such as to appeal not merely to the most casual owner driver, but to excite the interest and admiration of garage proprietors in all parts of the country, many of whom, it is whispered, make special journeys to Maidstone and concoct an excuse for exploring the Roote premises, so that they may learn how things ought to be done. In a recent week, Messrs. Rootes, Limited, have held the second of their series of car shows, where vehicles of all types from three-wheeled cyclecars to Rolls-Royce saloons were on show. Open to the public with no charge for admission, Rootes' latest show promises to justify up to the hilt the enterprise that has prompted it. A similar show, but restricted to light cars, was held about a year ago and the result on that occasion was the sale of over twenty cars. Now with a promised revival in general business and the concurrent threat that motor car deliveries from the factories will be much impeded by the engineers' strike, the actual and immediate success of this show week should be even greater than it was a year ago.

But show weeks, however successful and however interesting they may be, are not sufficient in themselves to justify a business like Messrs. Rootes, Limited. The business is built up on ideas and ideals of enterprise in the very best sense of the word. Besides tastefully laid-out showrooms, of which the contents are being constantly varied, there is enclosed garage accommodation for over a hundred cars, while the machine shop is amply equipped, both as regards tools and personnel, to deal with any and every possible repair to a mechanically propelled vehicle. But even more interesting than the garage proper and the repair department, is the stores. Here are carried spares for all the leading makes of cars and motor cycles and it is difficult to conceive any requirement by a traveller on any well known car that could not be satisfied by a call at this Maidstone emporium. "Spares," from front wings for some of the lesser known American cars, to connecting rods and pistons for motor cycles, were to be seen during a recent tour round these premises.

The business appears to be conducted on those lines that cannot fail to lead to success, for not only are the premises well laid out, including a pleasantly furnished waiting room for the convenience of customers, or friends, while other members of their party make calls in the town, but the management and the personnel of the business is in full keeping with its architectural and material equipment. Moreover, Messrs. Rootes, Limited, are at present busy in widening the areas that they serve, for, following on a recent opening of a London depot in Long Acre, they are building special premises in Dorking and are shortly to branch out in Leatherhead also. The history of this firm is surely a refutation to the argument that the garage business is unprofitable and is a vivid lesson on the value of enterprise and capable management.

We have dealt with Messrs. Rootes, Limited, at some length, not merely because we feel that their enterprise deserves every encouragement, but because the more widely it is known and the more widely its success is appreciated, the more extensively is it likely to be followed, and so the better will be served the private motorist in all parts of the country. All of us owe Messrs. Rootes, Limited, a debt, even although we are not all likely to make use of their premises and their experience, because they are showing the way to better days and it is a way that is being followed in every town where motorists foregather.



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'Nugget' is made in the following colours—Black, Brown (Tan), Dark Brown, Toney Red, and White for patent leather; and is sold everywhere in tins at 4d. and 6d. The 'Nugget' Outfit, in metal case, is sold at 2/6.

No. 811. C.F.H.



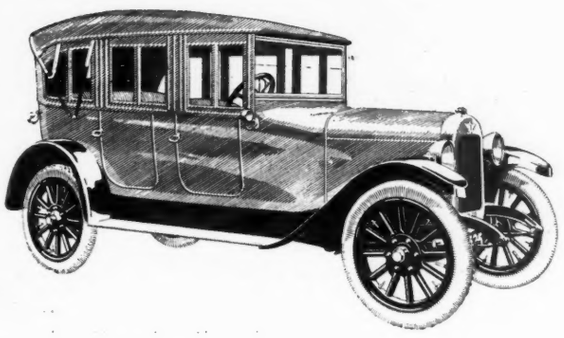
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4-cylinders 4-speeds.

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"Messrs. Auto-Carriers do not attempt quantity production, but they spare no pains to turn out a car which looks nice, feels nice, and is nice."

Gear changing.

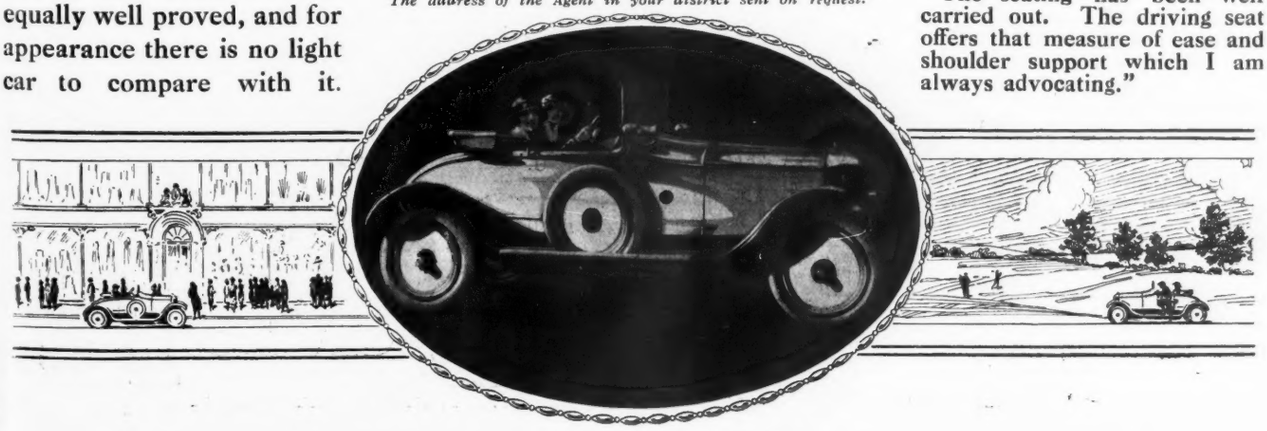
"Gear changing is pleasant."

High Speed.

"48 m.p.h. with the hood up and under vile weather conditions."

Comfort.

"The seating has been well carried out. The driving seat offers that measure of ease and shoulder support which I am always advocating."



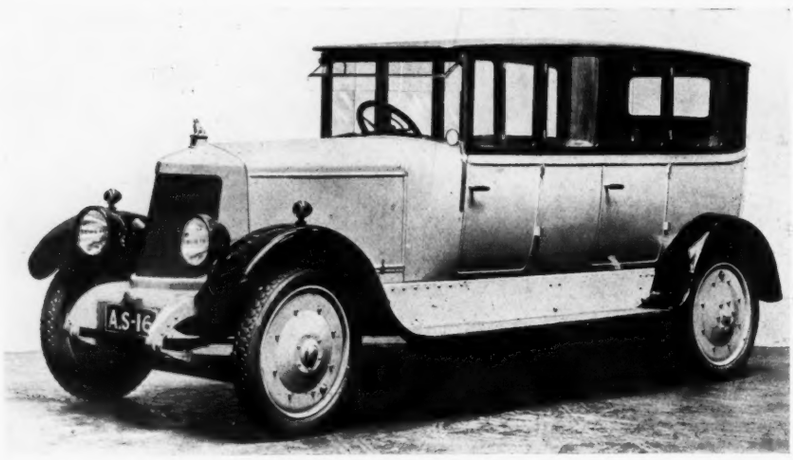
Racing at Brooklands.

A VERY good entry has been received for the Easter Monday meeting at Brooklands. Most of the well known drivers will be racing, many of them with new machines. Count Zborowski has forsaken his Chitty-Bang-Bang and will be seen at the wheel of an eight-cylinder Ballot. A fine race will be seen between this car and the twelve-cylinder racing Sunbeam, entered by Mr. Louis Coatalen. Mr. Coatalen's car is reputed to have reached 130 miles an hour at Brooklands last year, and, with the track in better condition, even higher speeds are expected this season.

A newcomer to Brooklands is the eight-cylinder Leyland, the luxury car which attracted so much attention at Olympia last November. As this car is reputed to be capable of 90 m.p.h. on the road, it should make a very good showing on the track. In the light car class will be one of the famous Grand Prix Talbot-Darracqs, and it would surprise no one if this were to be the first ight car to achieve 100 miles in the hour.

Captain A. G. Miller will race his Viper I. This is a machine of the Chitty-Bang-Bang type, with a 250 h.p. Wolseley aero engine, and it can be reckoned on to provide both its driver and the spectators with plenty of excitement.

Nearly all the leading makes of car will be represented, but probably the one to attract most attention will be a Ford. It is reputed to have lapped Brooklands at 80 m.p.h., and the numerous owners of this well known make will no doubt be present on Easter Monday to discover how their hitherto docile machines can be converted into similar raging monsters.



A FINE SERVICE RECORD.

This Armstrong Siddeley saloon has accomplished no less than 50,000 miles in the eighteen months during which it has been in possession of its owner, Mr. Talbot O'Farrell. Writing to the makers and expressing his satisfaction with the car, Mr. O'Farrell states that in the whole of his travelling he has not lost an hour on the way.

ITEMS.

Albert Car Prices.—We are notified by the Service Motor Car Company, Limited sole *concessionnaires* for the Albert car, of 94, Great Portland Street, W.1, that the prices of this car have recently been reduced as follows:

	Revised Price.	*Old Price.*
Chassis	£350	£425
Two-seater	£440	£495
Four-seater	£448	£495
Four-seater Tourer with "Service" all-weather equipment ..	£475	£525
Coupé	£555	£640
Gwynne's Patent All-weather ..	£560	£665

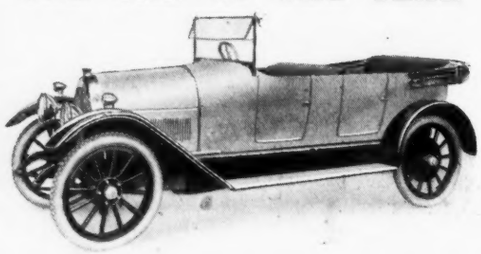
These reductions are not accompanied by any alteration in the specification, or change in the quality of the car.

Aero Engine Reliability.—It is anticipated that the coming season will be a record year for commercial aviation. New companies will be operating as well as the old ones, and preparations are now being made at that centre of commercial aviation—Croydon Aerodrome—for dealing with large numbers of passengers. A striking proof of the wonderful reliability now obtained on the London-Paris Air Service was demonstrated this week when a Napier aero engine completed 20,000 miles flying—in service each day—without being taken down. No engine of any make has previously covered so large a mileage without overhaul.

A Show in Pall Mall.—A special display of Daimler and B.S.A. cars, comprising all types of chassis and coachwork, will be made during the next two weeks by Messrs. Stratton-Instone, Limited, at 27, Pall Mall, S.W.1.

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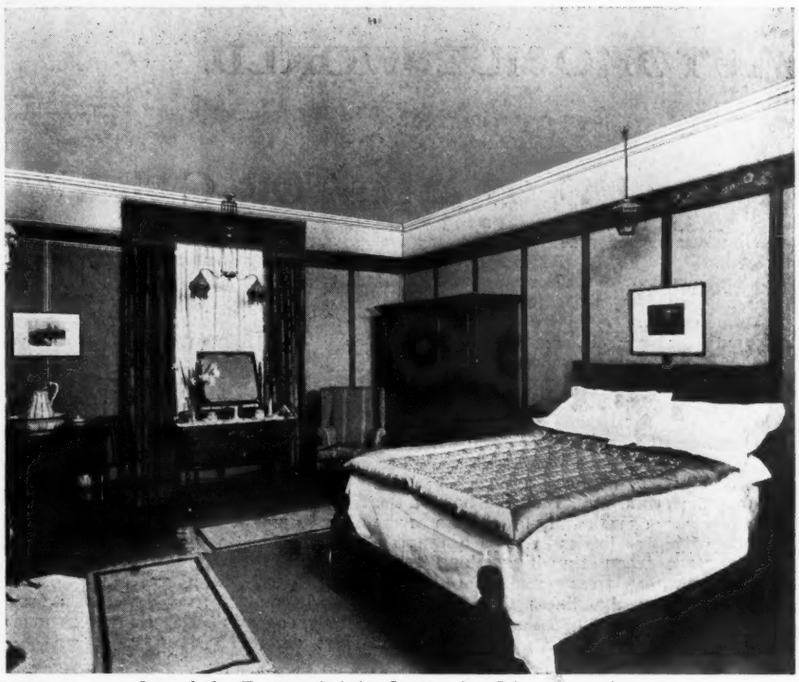
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BALANCE IN MONTHLY INSTALMENTS
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4% for 18 months. 6% for 24 months.
FINANCED ENTIRELY BY OURSELVES.

PART EXCHANGE.
We allow 75% off current List Price of approved second-hand 1921 Cars

GUARANTEED SECOND-HAND CARS IN STOCK
You can hire a car from us at 10 guineas a week and drive yourself.

Godfrey Davis Ltd
ANY MAKE OF CAR SUPPLIED

A Harrods Bedroom for £132



One of the Twenty Artistic, Inexpensive Schemes on view at Harrods 'Modern Homes' Exhibition

THE continued and ever-increasing success of Harrods 'Modern Homes' Exhibition is best proof of how satisfactorily it answers to a prevailing need.

Demonstrating clearly how a moderate outlay may best be expended to secure the most artistic and comfort-yielding result; exhibiting in their completeness the various inexpensive Furnishing Schemes Harrods have devised from time to time; and focussing in a remarkably comprehensive Display all the best labour-, time- and expense-saving inventions of recent years: this 'Modern Homes' Exhibition is a veritable 'house of reference' for those who are building or reorganising their homes.

Harrods extend a hearty invitation to all to visit this Exhibit. Those who have been already will find it profitable to come again. The Palm Lounge in the Exhibition is an excellent rendezvous for meeting your friends

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IT is the deep noiseless spiral springs of Staples Mattress, joined together with very flexible silvered cords, that give to it its sense of luxurious comfort and perfect rest. No other mattress is so scientifically constructed to induce sleep and completely relax the body.

With years and years of use the Staples never sags.

A Boon to Women.

"STAPLES" MATTRESS

Supplied to

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on the advice of his own Physicians.

STAPLES & COMPANY, LTD., Chitty Street, (behind Whitefields Chapel in Tottenham Court Rd.), London, W.1

STAPLES also make beautiful bedsteads of distinctive design, either in metal or wood, at prices to suit every purse. Every Staples bedstead has the Staples mattress built into it, but the mattress can be bought separately to fit existing bedsteads. To "Country Life" readers we will gladly send free on request a copy of booklet—"Common Sense Health Mattress," and designs of bedsteads either metal or wood. Please mark you letter "Dept. C."



Straight Spine—Perfect Sleep.



Crooked Spine—Bad Sleep

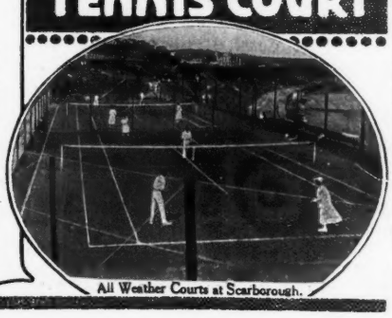
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The Court that brings **repeat orders.**
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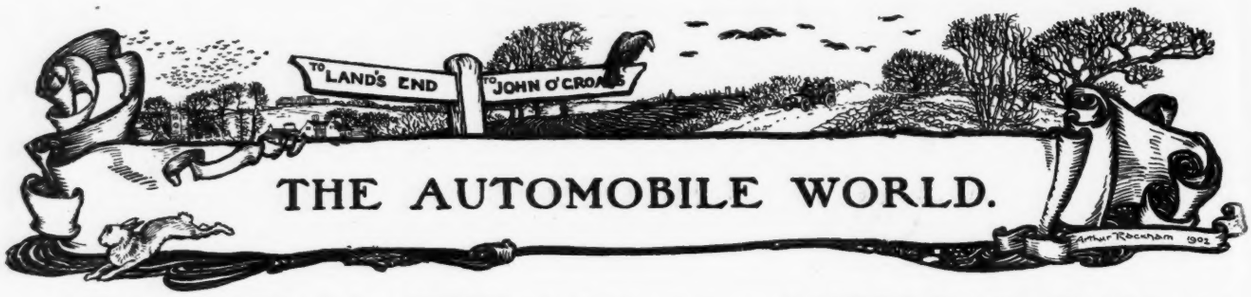
FINELY CARVED EARLY OAK SIDE TABLE, WITH THREE DRAWERS, AND CARVED ON ALL FOUR SIDES, IN FINE ORIGINAL CONDITION AND COLOUR. *CIRCA* A.D. 1650. 6 ft. long, 2 ft. 4½ in. wide. Price - - - **£45 0s. 0d.**

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LEAVES FROM THE LOG OF A MOTOR CARAVAN

THE following extracts from the log-book of a motor caravan tour are dated between November 10th and December 3rd last year:

The summer had been made glorious and memorable to the writer (who is a painter of landscapes) and his family, by the possession of a modern caravan—horse-drawn. One's memories, however, had an element of strenuousness which sometimes marred their perfection and had produced the conviction that if only one had a less exacting and more enduring form of motive power, the experience would indeed become a wonderful one and the process of artistic exploration an unalloyed delight.

Much thought was given to the question, the limits fixed to the proposed total outlay justified by such an experiment entering vitally into all calculations, and the problem finally emerged in the following shape.

(1) The caravan, to accommodate two "grown-ups" and two children, *must* be roomy.

(2) Further, it must be of genuine weatherproof qualities and of really lasting materials.

(3) The total sum to be spent should not exceed £400 to £500.

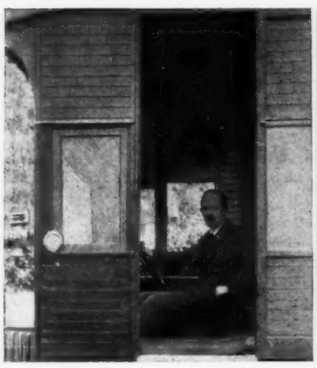
It will be evident that from the first any form of trailer caravan was ruled out both by conditions (1) and (3).

Moreover, a *car* was not, as in the majority of cases, perhaps, a wished-for part of the scheme. The fundamental requirements from the painter's point of view were a comfortable, comparatively inexpensive house on wheels, with engine power capable of propelling it, when necessary, perhaps fifty or sixty miles in a day's run without undue noise, trouble or expense.

The first consideration was, of course, the chassis. Our horse cara an measured 15ft. by 7ft., and we wanted no less space, but more if possible.

Apparently nothing less than a 3-ton lorry would answer our needs, but was at once ruled out on the score of first cost, weight, height off ground and general cumbersomeness. Finally, one remembered something described as the "Universal Car," and it was found that a special "Baico" extension set, fitted to a Ford, would allow of a body 16ft. in length and 7ft. in breadth.

A lucky purchase now obtained for us, at a very low figure, a sound and honest 1917 Ford, fitted with an unused "Baico" extension. The actual performance of this chassis will be described later on; one may mention here, as set-offs to the obvious disadvantages of epicyclic gears, etc., that the bed of the van is very considerably lower than in the case of bigger lorries—this is a tangible advantage when travelling along roads overhung by trees—and the general economy and handiness due to lighter weight; while the questions of reliability under constant and severe strain do not enter into the case where the mileage is so relatively small.



THE DRIVING POSITION IS BOTH COMFORTABLE AND CONVENIENT



—AND THE INTERIOR IS QUITE "ROOMY" AND WELL FURNISHED.

The "body" was, of course, the next point for consideration, and here we put ourselves in the hands of the builder of our previous horse caravan, Mr. Bertram Hutchings of Winchester, well known to caravanners for his skill in combining practical needs with attractive and even delightful appearance.

The result was a "body" planned in all details to suit our convenience; of absolutely durable and beautiful materials (silver spruce for the shell and bird's-eye maple with satin walnut for the fittings), the whole weighing 10–12cwt.

The van can be divided by an ingenious arrangement into an inner and an outer compartment, and the fittings include a large sink, an excellent American oil stove with oven, a wardrobe, chest of drawers, four beds, numerous roomy cupboards, food stores under floor, tool cupboards outside and so forth, while the total cost (owing to the low price given for the chassis) did not exceed the reasonable sum of £400.

The front tyres are, of course, pneumatic, the rear solid. In answer to criticism on this point one may reply that no crockery is ever "packed"—nothing is done more than to keep cupboard doors fast—that a speed of twenty miles per hour is sometimes attained and often sixteen or s venteen, yet nothing has ever broken through vibration.

On good roads the van is quite comfortably silent; on bad ones one has an admitted rattle, but reflects consolingly on one's freedom from punctures. "Pill-box" tyres would probably be nearly perfect. Hill-climbing is surprisingly good; hills marked 1 in 8 in the contour book are comfortably surmounted, while one may often travel twenty or thirty miles on average main roads without having to change from top gear.

The petrol tank is outside and no trace of petrol odour has ever yet been perceived inside the van. The driving seat (readily removable) is, of course, inside, and when the van is standing a table conceals the wheel and removes the last trace of visible mechanism.

NOVEMBER CAMPING.

Delivery of the new caravan was not actually taken till the end of October. It was, however, too much to expect from human nature that no use should be made of it until the following spring. It seemed, also, as if a novel form of landscape painting might be experimented with, since the whole of the front of the body was formed by a series of windows giving an excellent painting light and an unrivalled post of observation—provided always that suitable scenery could be persuaded into the range of view! In point of fact, this method of sketching was used with complete success and greatly appreciated comfort throughout the trip.

The afternoon of November 10th then saw our little party surrounded with an apparently mountainous collection of luggage—all of it, of course, indispensable—leaving a small town on the Welsh border and following the undulating high road to Monmouth. It would be dark in an hour or so, but what matters it to the caravanner *when* he starts—or stops? Our first pitch was on a rickyard, and with firm ground and a handy water supply our essential needs were provided for.

After a run the transformation from motor vehicle to tiny cottage is so rapid and so complete that it remains one of the abiding delights of the journey. The cessation of all noise, the rapid warming up from the stoves, the glowing lamps, the drawn curtains, above all the white cloth set with alluring cups, will always, I think, retain some flavour of the miraculous. Hot water—blessed thought—from the radiator instantly provides for washing or for "washing-up" needs; a waterproof cover is installed upon the bonnet, and one is free.

There were unmistakeable signs of frost in the air and a stove was kept alight throughout the night. It was, nevertheless, something of a surprise to be obliged next morning to free the milk from its can—kept in the "larder"—by the aid of a table knife! A surprise which vanished on venturing outside and finding an iron-bound world and a local expert who maintained that there had been 17° of frost!

The keen air soon banished all doubts as to one's essential sanity in adopting the "life of the road" under such conditions,

TYRE & JACK MANUFACTURERS

BY APPOINTMENT TO H.M. THE KING

TYRE & JACK MANUFACTURERS

BY APPOINTMENT TO H.R.H. THE PRINCE OF WALES

GOOD NEWS FOR MOTORISTS

RAPSON

Contractors to H.M. War Office.

Contractors to The Royal Air Force.

"GUARANTEED AGAINST EVERYTHING" TYRES at Ordinary Pneumatic Prices!

20 to 25 per cent. REDUCTIONS!

MOTORISTS will remember that during the past three years when unable to supply the quantity of tyres ordered, we have repeatedly pointed out that, unlike ordinary pneumatics, as the Rapson tyre was guaranteed against everything to cover a definite mileage, we were not prepared to increase our output and decrease prices until satisfied that, in so doing, the quality of our goods would not be affected.

To-day Rapson tyres are in mass production. Of the hundreds of tyres already sent out from our new factory, including those for use on army vehicles, not one has yet failed. In many instances our guaranteed mileage has been greatly exceeded, and we are now quite satisfied that not only are the new tyres far and away better than the best previously made, but that these are so uniformly good that we can safely reduce our prices to that of ordinary pneumatics and still issue our *unconditional* "Guarantee against Everything" with each and every tyre sold.

Admiral SIR LIONEL HALSEY, Comptroller to H.R.H. the Prince of Wales, St. James's Palace: "His Royal Highness's car has covered 10,000 miles since the tyres were fitted, and they have given complete satisfaction."

Mr. J. T. DAVIES, Private Secretary to the Prime Minister, 10, Downing Street: "I have pleasure in informing you that these tyres have completed 10,700 miles without trouble of any description. The Prime Minister desires me to congratulate you heartily."

Air Commodore BROOKE-POPHAM, C.B., C.M.G., D.S.O., Director of Research, Air Ministry: "On armoured cars in the desert, ordinary pneumatic tyres burst or punctured every few miles, whereas the Rapson tyre gave no trouble of any description."

Mr. H. NUTT, Managing Director, Messrs. Barker & Co., Ltd. (the famous Rolls-Royce coachbuilders): "My demonstration car fitted with your tyres seems to float over the holes and pockets in the road. The tyres hold the road splendidly, and the car seems to take the hills better than ever."

Which is the world's best tyre? According to the advertisements there are dozens!

WE PREFER TO LEAVE IT TO THE EXPERTS!

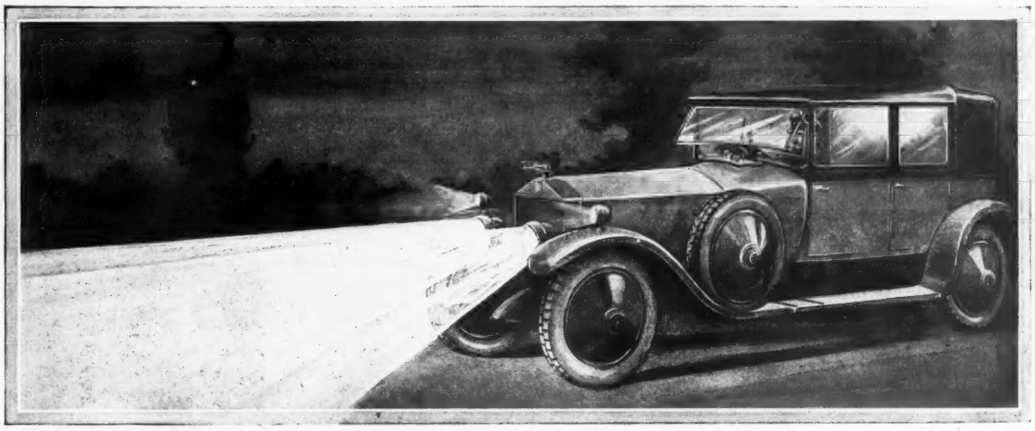
Mr. S. F. EDGE (the world's leading authority on automobiles): "On active service in the desert Rapsons put up the most magnificent tyre performance ever recorded in the history of the motor industry."

"DAILY MAIL," Overseas Edition (Motoring Editor): "The Rapson cover manifests a standard of quality that in my experience has never been equalled, let alone surpassed."

"COUNTRY LIFE" (W. H. J.): "Having inspected carefully a Rapson Tyre and the material with which it is made, we have no hesitation in pronouncing it as something very much better than any other tyre we have hitherto seen."

"THE AUTOCAR" ("Owen John"): "The presence of Rapson Tyres on my car often makes me wonder if that genius, Lionel Rapson, would have troubled to invent the Rapson Jack if he had realised their freedom from trouble."

"THE FINANCIAL NEWS" (Editorial): "The Rapson Tyre is, in our opinion, the most important single step that has yet been made towards the materialisation of the motor millennium."



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and one's next concern was with the starting handle of the Ford engine.

A little petrol in each cylinder, a quart of boiling water poured boldly over carburettor and induction pipe, four pulls at the handle and our triumph over the elements was complete.

We ran on into Monmouth, keeping all snug within by the use of the stove—surely the last word in luxurious motoring!—shopped leisurely and so on along the Wye to Ross, near which a wide space by the roadside and a similar one within, proved an irresistible combination, and mid-day dinner was soon preparing. It should be recorded here that "roughing it" had never entered into our caravanning programme. Our bunks provide beds of perfect comfort, and our stove is as equal to the preparation of such fare as roast chicken, apple tarts and so forth as any home-bred gas stove.

A very leisurely run, with intervals of sketching or for meals, found us at dusk between Gloucester and Tetbury, and a pitch on farm premises was again obtained.

Weather conditions had meanwhile become worse and a snow-bound countryside certainly seemed an incongrouus setting for such a trip. But hopes of better things buoyed us up and the comfort of the caravan interior was



APPARENTLY THE ENORMOUS OVERHANG OF THE BODY CAUSES NO SERIOUS INCONVENIENCE IN DRIVING.

undoubtedly magnified by contrast with the outer world.

Running through picturesque Tetbury, we came to Malmesbury with its still glorious remnant of a once magnificent abbey. The town lies on a mound within a singular loop of the redoubling Avon, and must have been a fortified post from the dimmest ages. To wander round the abbey evokes poignant reflections upon the "deep chasm and abysm of Time" in which the incredible activities of its once immense organisation now lie sunk and buried; the fragment of building now alone standing—like the denuded cone of some extinct volcano—eloquent still of ancient fires and a bygone age!

The week-end was spent at Malmesbury and was closed by a night of dripping, welcome sounds, portending better conditions on the morrow. One lay and listened and thought: "How far off, remote and impossible already seems the home life quitted only three days ago!"

A sunny and mild morning was an invigorating change, and soon we were on our way through Chippenham to Bath where, however, no stop was made—unless a brief one at the most sumptuous cake shop yet revealed to mortal eyes, be worthy of record.

From Bath we had to face the rather hilly stretch over the Mendips which separated us from the Somersetshire plain, but with the motor pulling well we found ourselves soon after midday on the crest of the great escarpment and the purr of the engine was at length hushed into silence while for nearly three miles we rolled down and down with an afternoon sun in our eyes, until presently the towers of Wells were seen below us and the first part of our programme was complete.

Lack of space prevents any proper account of the pleasures of the week's stay in Wells which followed. Probably every traveller at all sensitive to "atmosphere" visiting Wells for the first time carries away the same sense of having found something a little incredible. Unlike Oxford, Winchester, Shrewsbury, which are alive with the furies of modern activity, in Wells one can enjoy the full flavour of antiquity without interruption or jarring note.

Our stay in Wells was followed by a run along the edge of the Mendips to Cheddar, near which a night was spent on a pitch so lonely and of so romantic a character as to recall a sterner and more mountainous country.

A wet afternoon spent in Cheddar caves, and conceded in a spirit of latent hostility to caverns so much advertised and so sophisticated as to be lit with acetylene and electricity was very soon recognised as an experience of the deepest interest, for after all, though the hidden powers of Nature may think fit to work their fantastic will in profound darkness, man cannot be expected to enjoy the results without a light!

Glastonbury lay next upon the scroll of our pilgrimage, but its mighty message, the superb accumulation of its legendary interests, the profound suggestions which it instils of a spiritual force the ripples of whose power—spread from such centres of Thought and Faith—are even now breaking on far off shores of the great Time Ocean, could one but discern them—these things are scarcely to be hinted at in so superficial a record of journeyings as the present. From Glastonbury we went on through the painfully contrasting modernity of Street, through Taunton, till we reached the coast at Minehead. Not greatly delighted with Minehead in winter, we made the last stage of our outward journey to Porlock and Porlock Weir, and on the evening of November 24th pitched for the night on the edge of Exmoor in a spot typical of this most lovely corner of England. On the border of a glorious stretch of unbroken moorland running far over hilltops out of sight and yet within a few minutes' walk of the seashore, we "anchored" as darkness was closing rapidly down, and ten minutes' later the bark of a dog fox followed by the eerie cry of a vixen sounded from the wood now deep sunk in its shadowed silence.

In this district we remained, content, till at last the shadow of Christmas bade us think of returning. Then three days of more or less steady travel brought us back once more to the half-forgotten luxuries of "civilised" life. With very mingled feelings, however. Of "comforts" one had almost grown out of the need. Greater "space" one had gained, certainly, but then who so cosy as the caravanner in the completeness of his tiny home?

But what was most missed was the constant stimulus of changing scene and the ever-new pleasure of the open air and that unsought but inevitable feeling—deeply satisfying to those who find it—of kinship with the great "Earth-Mother" which every quiet traveller by the roads must gradually absorb.

NORMAN HUNT.

Forthcoming Legislation.

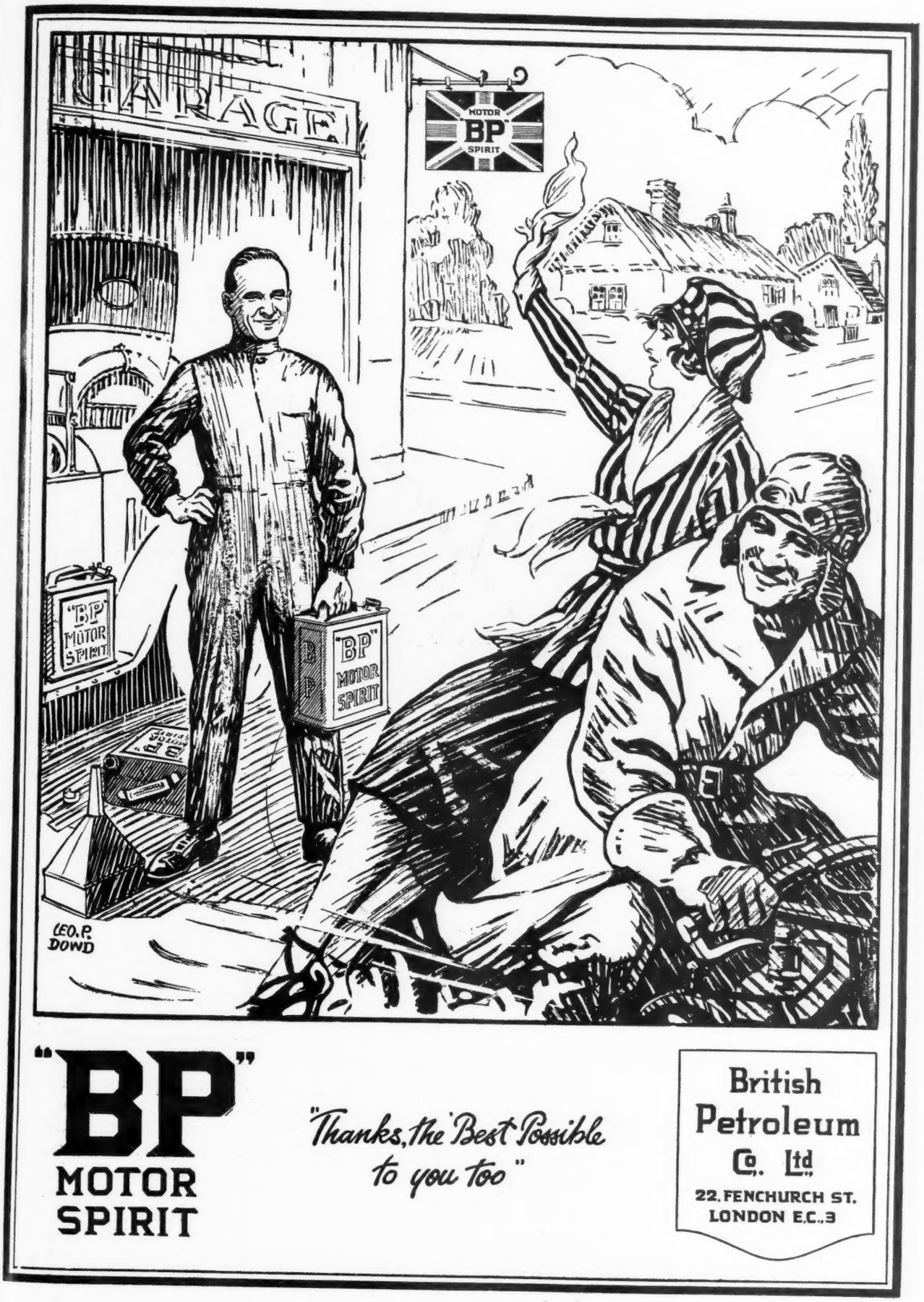
AS we have stated on many occasions recently, a Departmental Committee has been at work investigating the whole question of the taxation and regulation of road vehicles, and its second interim report has just been published. It is a voluminous document dealing with a very wide range of subjects, and as, on the whole, its recommendations are much the same as had been generally anticipated, we now propose no more than a very brief review. It should, of course, be understood that these recommendations have no force of law, and that before any alteration in the present legal regulation of road vehicles can be effected, an Act of Parliament is necessary.

Abolishing the speed limit is recommended with certain reservations, significantly enough applicable to caravans. It is recommended that when a motor car draws a trailer, the maximum speed should be 16 m.p.h., except that when the over-all width of the latter does not exceed that of the towing vehicle it may travel at 20 m.p.h. Also, if the trailer is of the two-wheeled light type it shall be free from any speed restriction. In our opinion, it is deeply to be regretted that heavy vehicles, *i.e.*, commercial goods-carrying lorries, are also recommended to be excused from the speed limit. We regret this recommendation not through any prejudice or antagonism to the lorry, but merely through consideration for the roads that we all have to use.

Dangerous driving is more concisely and accurately defined, but it is still far from having what we consider an essential provision, namely that more than the evidence of a single police constable should be necessary for securing a conviction.

Penalties. This criticism of the dangerous driving clause is, we consider, enormously enhanced by the very heavy penalties that are suggested. As a matter of fact, we consider it not inconceivable that many motorists will be prevented from using their cars for fear of the penalties that they may incur by quite accidental and quite unintentional criminal offences. For first offences it is suggested that the driver's licence should be suspended with an additional fine of not exceeding £50, and if a driver be found in charge of a car while his licence is so suspended, it is suggested that the penalty even for a first offence should be imprisonment of not exceeding twelve months without the option of a fine, but with the possibility of hard labour.

As we say, we consider these penalties vindictive, and especially so since they may arise indirectly, if not directly, from the evidence of a single police constable. Bearing in mind the well known character of the police in some areas, it will be seen that the prospect is anything but a rosy one for the motorist. However, more reports are to be issued, and the whole question has to undergo Parliamentary investigation before the law is altered.



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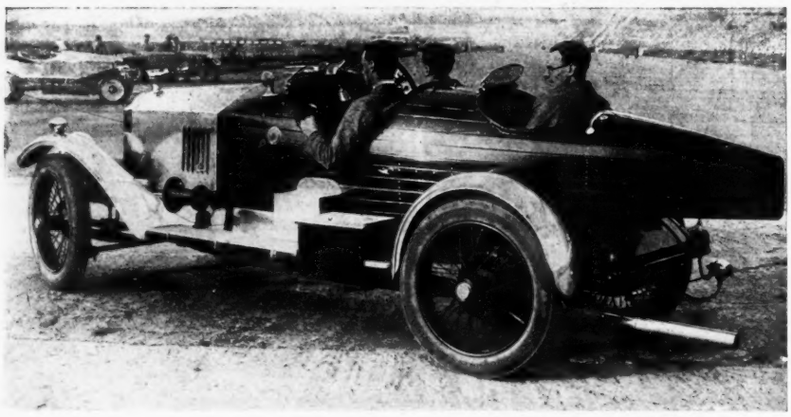
Motor Maps for Police.

THE Automobile Association has been asked by the Chief Constable of Oxford to supply to him copies of the well known A.A. distance maps, as issued for exhibition in hotels and repairers' establishments, officially appointed by the Association. The maps indicate the best routes for long journeys from given centres, and the police authorities of Oxford are using these maps for the instruction of constables to enable them to give information to motorists passing through Oxford.

A Fine Sporting Car.

FOLLOWING on a recent article on the appeal of the sporting light car, we were particularly interested in a very fine sporting car, not technically of the "light" variety, which recently made its appearance on Brooklands Track. This car consists of an amateur-built body on a 30–98 h.p. Vauxhall chassis, a combination that results in a singularly attractive high-speed car suitable for use on either the road or track.

The body consists of copper-riveted mahogany planking, constructed like a carvel-built boat hull, or like the hull of some of the larger flying boats. There is nothing amateurish about the design or execution of this fine body, and it reflects the greatest possible credit on the capabilities of the enthusiastic owner. The arrangement consists of a main cock-pit for two passengers and a second cock-pit for a third passenger behind the main. Both compartments are notable for the depth of their seating and for the comfort and weather protection that they provide. Although the body itself is more or less stream-lined, the complete car cannot be said to be efficiently stream-lined throughout, for the under portion is left relatively exposed and the petrol tank is not enclosed in any attempt at fairing. But such a body as this is an ideal body for a chassis like the 30–98 h.p. Vauxhall, the performance of which has been recently described in these pages. This particular car is the property of Captain Wilmot of Horspath, Oxon, and recently attained a speed of 88 m.p.h. (by speedometer) on Brooklands Track.



AN AMATEUR-BUILT "SPORTING" THREE-SEATER BODY MOUNTED ON A 30–98 VAUXHALL CHASSIS.

Motorists and the Oxford Bench.

Divisional Court Quashes Conviction.

IN the Divisional Court recently the Automobile Association appealed against the conviction of Mr. D. W. Parkes (a member of the A.A.) at Oxford in November last for driving a motor cycle in excess of the 20 mile speed limit.

At the original hearing it was established that when defendant was stopped he was informed by the police that he had been travelling too fast and would be summoned for driving to the danger of the public. The proceedings taken, however, were for exceeding the speed limit, and it was contended by the Association's solicitor that the statement made to the defendant at the time of the alleged offence was not a proper notice of prosecution for exceeding the speed limit, but the magistrates held otherwise and convicted the defendant.

On a case stated to the High Court it was maintained that the magistrates were wrong in holding that the notice given was a proper warning, and the Divisional Court upheld this contention, allowed the appeal with costs against the police, and quashed the conviction.

This decision follows three other successful appeals recently conducted by the Association against erroneous decisions at Norwich, Maidenhead and Ormskirk.

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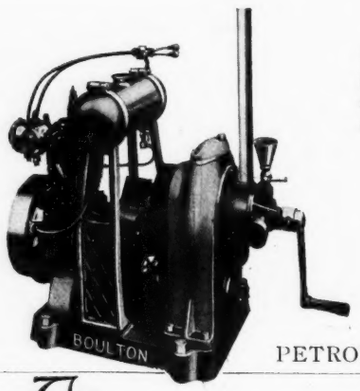
My last run of 113 miles worked out at 30 and a fraction miles to the gallon, which I am sure is surprising with heavy road and hood up.

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(Signed) GEO. DAVISON.

(Original may be seen on request).

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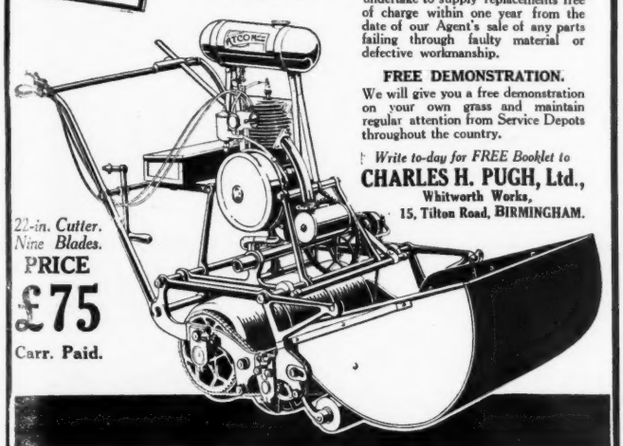
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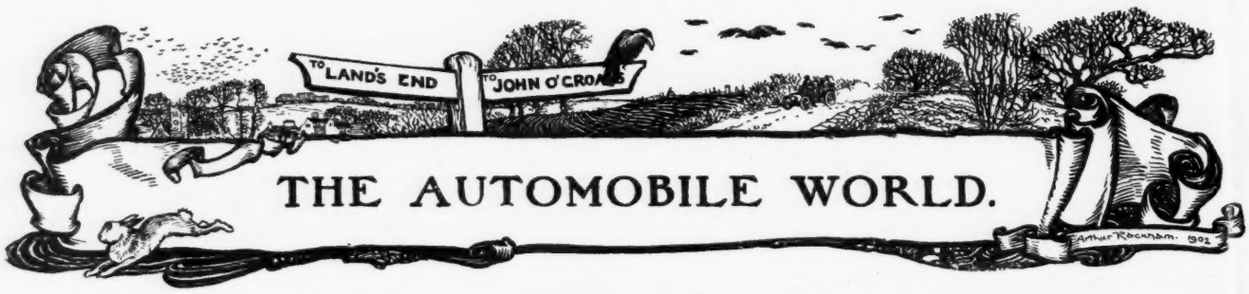
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THE ARROL-JOHNSTON 15.9 H.P. CAR

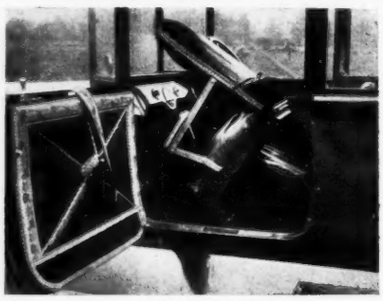
THE "point nine" type of car is one that has enjoyed a long popularity, and the introduction of which was based on the very best of reasons. Before motor taxation, like other things in the minds of mushroom Ministries, ran riot, it was based on horse-power on a system of classes, and in order to attain the practical power output of a given class and at the same time secure taxation of the next lower class, the "point nine" type of car was introduced. This innovation was due to Messrs. Arrol-Johnston, Limited, of Dumfries, who came along with an 11.9 h.p. and a 15.9 h.p., both of which have found imitators innumerable. The present Arrol-Johnston has not the *raison d'être*, the specification nor the design of the pioneer of its class; but this size of car is one that is so firmly established in the popular mind that it seems improbable that it will ever be entirely supplanted, and the Arrol-Johnston 15.9 h.p. of to-day is justly a widely esteemed car of a very popular class.

UNUSUAL UNIT CONSTRUCTION.

Since the chassis was described in these pages some two years ago it has been entirely re-designed. I do not propose to review in detail the differences between the old and the new types, but a brief description of the new chassis may be useful as well as interesting. Engine, clutch and gear-box form a single unit, although the unit construction effect is obtained rather differently from the ordinary way. Thus, instead of being totally enclosed in an aluminium casing, the flywheel-clutch is half exposed and the gear-box is farther from it than is usual. In other words, only the lower half of the crank case is extended rearwards to form the casing of clutch pit and gear-box, instead of the rearward extension of the whole crank case which is the common practice.

The engine is a four-cylinder monobloc, the bore and stroke being 80 mm. by 130 mm., giving an R.A.C. rating of 15.9 h.p., although the brake horse-power is no less than 38 and the power curve up to this figure at 2,000 r.p.m. is pleasantly straight and steady. A detachable cylinder head is used without valve caps, the valves being situated on the near side of the engine and operated by a chain-driven cam-shaft. Lubrication is by a forced feed pump to all parts that require it. The carburettor, a Cox Atmos, is bolted directly to the cylinder block on the off side, while on the near side an extension of the positively driven dynamo spindle provides the magneto drive, there being a vernier coupling at either end of the dynamo.

The clutch consists of three Thermoid lined plates and, like the whole of the engine gear-box unit, is notable for its accessibility and ease of removal, if such should be necessary. All the shafts in the gear-box run on ball bearings and the lay shaft runs in an oil bath, four speeds and reverse being provided. The gear lever is supported entirely by the gear-box, so that there is no risk of binding due to chassis distortion. Transmission rearwards is by a propeller shaft, enclosed in a torque tube to a spiral bevel rear axle, the whole of the transmission having ample provision for lubricating all parts, including the brake connections.



THE TILTING FRONT SEAT OF THE ARROL-JOHNSTON ALL-WEATHER MODEL.

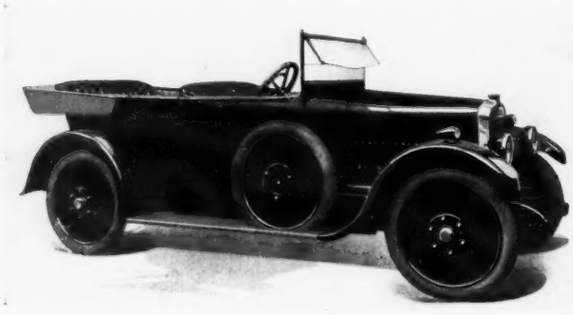
The back of the seat is also hinged and may be folded down forwards. This view also shows the somewhat unusual but very efficient design of the front windscreen.

Suspension is by semi-elliptic springs in the front and underslung semi-elliptics in the rear, the shackles of these latter being fitted with bronze bushes lubricated through oil caps, and both front and rear springs are enclosed in special gaiters as standard equipment of the car. This use of spring gaiters is gradually growing as an item of standard equipment, and it is one of those details that the modern motorist may demand with every good reason, and the absence of which is almost enough to justify him in turning down a car offered for his consideration. The suspension arrangements of the Arrol-Johnston are completed by Michelin detachable steel disc wheels for 815mm. by 105mm. tyres. Both hand and foot brakes are of the internal expanding type and operate on drums carried on the rear wheels, the drums being no less than 15ins. in diameter and are closed by pressed steel discs which make them dustproof.

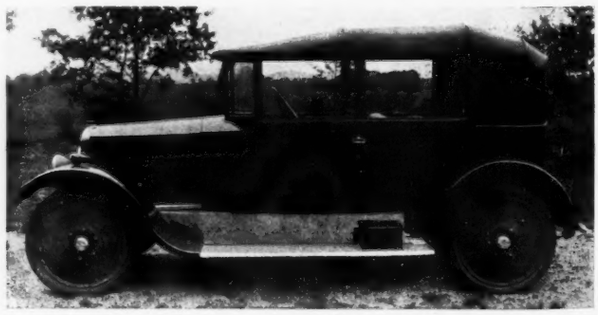
BODYWORK.

I am fortunate in having enjoyed road tests of two models of Arrol-Johnston cars, one an open touring and the other the all-weather model. In both cases the body work is of distinctly high quality, there being every indication that the greatest possible care has been expended on those small details that, while inconspicuous in themselves, are, if ignored, sufficient to mar the very best of cars. Side curtains are included as standard equipment with the touring car, but the all-weather model has so many distinctive points of merit that one may be pardoned for dwelling on them.

In the first place, there is the shape of the wind screen. A few years ago every maker of an enclosed car, whether permanently enclosed or made to open, seemed to be fascinated by the V-shaped wind screen. In its favour, it could be said of the V-shaped screen that it was very nice to look at and that it made for a roomy driving compartment, if this be a desirable feature. But against the "V" wind screen could be urged that it gave rise to unpleasant and baffling reflections in certain conditions of lighting, that when the car was used open it was so far away from the driver that it was hopelessly ineffective in the prevention of draught, and that the centre upright as often as not unpleasantly interfered with the direct line of vision. The Arrol-Johnston all-weather wind screen is a compromise between the genuine "V" and the ordinary flat type, and a very happy compromise it is. Its shape is thus: It provides a very useful table on which light articles may be carried, it creates little back draught when the car is open, very few reflections in any conditions of lighting, and it gives a better vision than one usually obtains from any wind screen that departs from the straight flat type. While speaking of the wind screen neighbourhood, I must also mention that underneath the dash

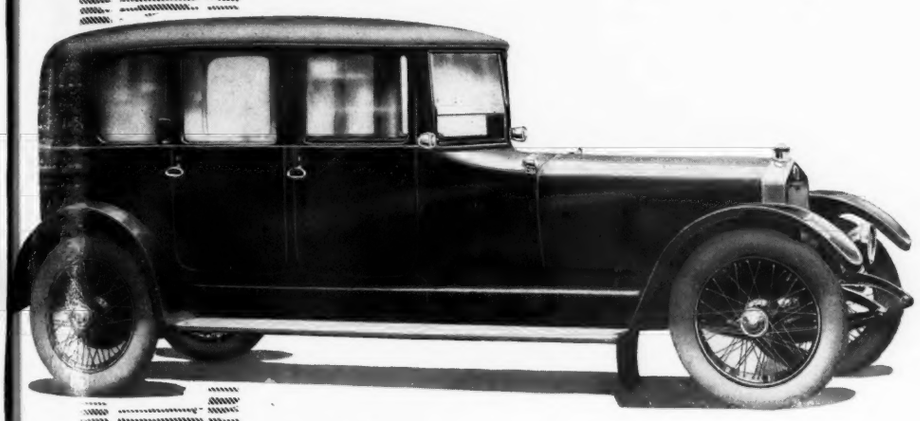


A TOURING MODEL ARROL-JOHNSTON.



THE ARROL-JOHNSTON ALL-WEATHER MODEL.

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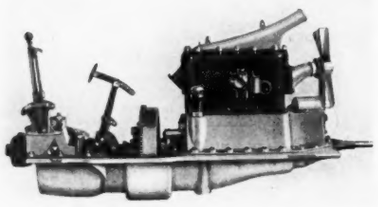
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there is a second shelf for the carriage of light articles—a very useful feature that is found far too rarely on any type of car.

The opening and closing of the top (one can hardly call it a hood) of the all-weather body is easier than one might expect with such a substantially built affair, although it must be said that owing to some cause which I could not detect, I found it impossible to raise and fix the head after once having lowered it, the failure apparently being due to a stiffness or a misfit in one or more of the hinged joints involved.

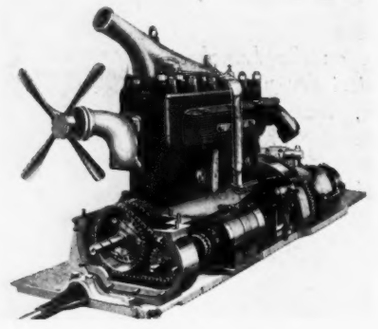
The interior upholstery of the all-weather model is most elegantly carried



THE OFF SIDE OF THE ARROL-JOHNSTON ENGINE AND GEAR-BOX UNIT.

Showing the general arrangement. The gear lever gives a right-hand control, although the photograph might give the impression that it is centrally placed.

out in antique leather. There is only one door, the front passenger's seat being hinged at its forward end and also having a hinged back, so that the seat can be both folded down and tilted forwards. There is some disadvantage attached to the necessity of moving a front seat in order that access may be had to the rear, but so long as the rear passenger does not need to be continually leaving and entering the car, this independent front seat of the armchair type has a distinct attractiveness. The driver's seat slides backwards and forwards and, contrary to the ordinary in such things, it moves readily and easily. A driver can easily alter his position while the Arrol-Johnston is travelling along. It is generally alleged



THE NEAR SIDE OF THE ARROL-JOHNSTON ENGINE.

Showing the position and drives of dynamo and magneto, with the timing gear cover removed

that he can do so with any car provided with adjustable front seats, but those of us who have actually made the experiment know that the allegation is too often far from a fact.

ON THE ROAD.

In my opinion the strongest feature of the Arrol-Johnston on the road is the singular ease and lightness of its steering, which combines with an exceptional and comfortable driving position to give a very rare and very pleasant sensation of ease and comfort on a long journey. The Arrol-Johnston driving position, indeed, although looking quite ordinary, is the only one that has given me cause to wander from my previous opinion that the very best driving position was that adopted in the ultra-sporting type of car. I can think of nothing better from any point of view than the driving position of this Arrol-Johnston all-weather model. Although the steering is so exceptionally good on the road, and for all purposes of ordinary driving, it struck me that an increase of the steering lock might be an advantage. I found that with the Arrol-Johnston I had to use reverse for turning in places where practically every other car that I have handled could be turned round without any reversing.

"A COMFORT CAR."

The Arrol-Johnston is essentially "a comfort car," no matter how broadly or how narrowly the term "comfort" be interpreted. Even on Chertsey roads it was a pleasant car to ride in, and an ordinary liquid measuring glass placed on the "table" at the base of the wind screen remained upright for some three or four miles of Chertsey bumps—remarkable evidence of the efficiency of the springing system. It would be unreasonable to expect high road speeds with a car of the Arrol-Johnston type with its all-weather body. On one occasion we touched 46 m.p.h., but 43 or 44 seemed to be the comfortable and easy maximum of the car. Between 32 and 35 m.p.h. there was a pronounced engine vibration period, but up to 30 m.p.h. and over 37 m.p.h. the engine ran with entire smoothness.

This statement of Arrol-Johnston speed capacity may give some cause for wonder, for I myself have sampled smaller cars than the Arrol-Johnston which, with alleged all-weather bodies, have been capable of higher speeds. Therefore, one may ask, why go to the expense and dimensions of a 15.9 h.p. car if its performance is no better than that of a 12 h.p.? Examination of, say, a typical light all-weather car and the Arrol-Johnston side by side would afford a ready answer. The Arrol-Johnston chassis is throughout of the most robust and sturdy character. The car is one that the veriest novice realises is likely to outlive several of its lighter rivals, and the extra space available about the chassis naturally enables a greater accessibility and roominess than would otherwise be possible. The car is as big as any ordinary man is likely to require, but it is not too big. Far from being clumsy, it is the essence of neatness, and its obvious durability, coupled with a fuel consumption of over 20 m.p.g. with a fully laden all-weather body, gives to the car a strength of appeal that its rivals would be hard put to to excel.

W. H. J.

THE RULE OF THE ROAD

SOME recent cases in the Courts have brought into prominence once again the chaotic condition at present obtaining with regard to the control and regulation of road traffic in Great Britain. It is a popular fallacy that all vehicles using the highway are required by law to keep on their left-hand side. Actually this is no legal requirement at all, but merely a custom relying on usage alone for its establishment. In the High Court it has been stated within the last month by a learned Judge that if two meeting vehicles decided mutually to pass on the left of each other neither of them commits any offence, and does no wrong so long as no other traffic is incommoded by this departure from convention. If, however, other traffic is incommoded by their so doing and an accident results, one of the drivers and probably both may be held responsible. If the two iconoclast drivers collide with each other, the logical deduction is that each will be responsible for the damage done to the other.

Surely it is time that road traffic was regulated by some definitely and formally established principle. When our roads had fallen into comparative disuse on account of the coming of the railway, the traffic on them was so scanty that provision for its regulation was unnecessary. Before that period traffic was scanty because the population of the country was much less than it is to-day and moreover, the travelling habit was an exception rather than the rule among the populace, which may explain why no provision or laying down of a rule of the road was contained in the Highways Act of 1835. But the last decade of the last century saw the beginning of a new epoch in the matter of road traffic.

First came the pedal cycle, while the second decade of the present century saw the firm establishment of the motor car and every present indication points to an enormous increase of the mechanically propelled vehicle throughout the remainder of the century. Signs are not wanting that in spite of artificial encouragement and culture, our railways and other inflexible forms of transport have passed their zenith, and the roads promise to become once more the highways of communication. Air traffic is metaphorically as well as literally in the air, but the prevalence of opinion would indicate that it will not be until the last two or three decades of the present century that air traffic becomes the common method of journeying. Thus, the roads not only are important routes of communication once more, but promise to become still more so in the future, which incidentally is one reason why a careful eye needs to be kept on the Railways Bill, so that the roads shall not be cramped and even checked in their new development and form a parallel to the canals.

At present there seems little indication that this important national question is realised by the powers that be. We are occasionally treated to fantastic suggestions by the dying, but not yet dead, Ministry of Transport, suggestions be it said that are painfully reminiscent of the first fantastic and extravagant Transport Minister, who by the irony of fate afterwards became the sharpener of the Economy Axe.

It has been suggested that a department of the Ministry of Transport should take upon itself the investigation of all serious road accidents, in much the same way as railway accidents are investigated by a department of the Board of Trade. To the plain man this suggestion is altogether too fantastic to allow of serious consideration, and it calls for a certain amount of credulity before one can believe that the idea has been mooted in all seriousness. According to a correspondent of the *Times* the object of such enquiries would not be to attach blame to any party, but to discover the real cause, or causes, of the accident with a view to minimising the possibility of similar ones occurring in the future. Just how the investigations of a Ministerial department could prevent accidents on the road, is not by any means clear. For ourselves, we maintain that a clearly formulated and understood rule of the road and the general intelligence of road users, must be relied upon to obviate awkward situations and they will do so more effectively than any promulgation by a discredited Ministry. Finally, the expense of such enquiries is a consideration too important to be overlooked. It goes almost without saying that the present suggestion is that such expense should be borne by the Road Fund, possibly as an excuse against the suggested and tentatively promised reduction in motor car taxation.



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Evolutionary Improvement.

BEFORE that great epoch division, the war, the regular practice of motor car designers was to introduce a new model at the November show and to maintain it practically unaltered until the next year's event. This policy had certain advantages and disadvantages. It meant that the manufacturing programme in all its details was settled for the whole year, but it also meant that any defect discovered in the car in the test of private service could not be very well altered. Theoretically it made for economical production, but practically on account of the generally small output of the pre-war firm this aspect was of little value, and so, on the whole there was more to be said against the practice from the point of view of the private car owner than in its favour.

No one who follows motoring developments at all closely will have failed to notice that except when entirely new models are introduced there has been but little difference between the cars exhibited on certain stands at the three post-war shows. There have been minor refinements added here and quite important modifications there, but on the whole the 1922 car is much the same as that of 1920. This does not mean that design is stagnating, it means that modifications introduced one by one do not result in such striking differences in a car chassis as when they are all stored up and then suddenly dumped down together.

As an example of the gradual improvement policy Ruston-Hornsby cars may be cited, and since the last Show several details have been altered which, comparatively unimportant in themselves, are sufficiently far reaching collectively to effect a real and over-all improvement in the chassis. The most important change is that the Marles steering gear hitherto used has been discarded in favour of a worm and worm wheel of the makers' own design. Provision is made for taking up wear, the worm shaft rotates in ball bearings and can be adjusted end-wise by rotating the outer casing of the steering column. The clutch withdrawal mechanism has been modified in detail so as to give a longer wear, and also the operation is more silent than hitherto. On the 16–20 h.p. double pulleys and belts are fitted to both cam-shaft and fan spindle, and the pulley on this latter transmitting the drive to the dynamo is larger than previously.

As far as coachwork is concerned the back of the open touring models has been improved from the point of view of appearance, and a rear wind screen is now a standard fitting. This is of a design that promises to be unusually efficient, and has the further asset of being capable of being folded horizontally and locked to provide a rigid table. Also the screen does not interfere with the sliding front seats which are a feature of Ruston-Hornsby design.

Flexible and Inflexible Transport.

THE report of the Highways Committee of the London County Council on the traffic problem contains a very interesting straw showing the direction of what promises to be most important winds. A suggestion has been made that the tramway car system is obsolete and it is countered by figures showing that the tramways carried a greater number of passengers in the years 1920 and 1921 than any other form of public transport in the Metropolitan district. If the traffic on the tramways decreased from 1920 to 1921, so it did on all other systems, *i.e.*, omnibuses, tube railways, other local railways and suburban traffic on trunk lines, and there seems little to be deduced of permanent utility and informative character from these figures.

But that the suggestion that the tramways are obsolescent has been put forward in semi-official quarters, is very illuminating. It is widely believed by quite independent and unprejudiced authorities that all inflexible forms of transport are gradually dying. This, of course, means a great change in our national social life, and a country that has depended for practically a century on the inflexible railway and that regarded the railway first as an invention of the evil one, then as a boon and a blessing and finally as a thing to be tolerated, is not likely to be diverted in a few days to an alternative form of transport. But many recent events have proved that the railways are not merely inefficient, a fact which needed little proof, but are obsolescent. The railways have found the competition of road transport so serious that the companies can attempt to meet it only by running their own road haulage systems. With the tramways the objections that apply to the railway have practically the same point, with several additions. Not only is the tramway an expensive undertaking in its first cost, not only is it inflexible and not only is the noise of the trams a serious public nuisance, but the presence of the trams on roads where other forms of traffic are continually increasing is a frequent cause of serious obstruction and a real source of danger. The motor omnibus is open to objections, as, indeed, is every form of public transport, but the objections that apply to it are less serious and more easily overcome than those applying to its competitor.

There is in the London County Council a section that seems to be obsessed by what can only be described as tramway mania, and this obsession, coupled with a continual desire for municipal extension, promises, if unchecked, to ruin some of our most important national highways solely for the indulgence of what can be correctly



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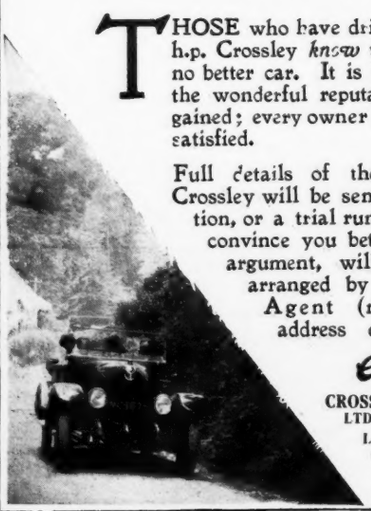
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THOSE who have driven the 19·6 h.p. Crossley *know* that there is no better car. It is living up to the wonderful reputation it has gained; every owner is more than satisfied.

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Prominent Motor Journalists See SHELL Tested

A number of prominent motoring journalists have visited the Engine-Testing Laboratory where "Shell" Motor Spirit is tested, and have personally observed tests of "Shell" Spirit. Extracts from their articles—which have appeared in leading journals throughout the country—will be given in our announcements, and will be found to constitute the most remarkable proof of the superiority of "Shell" Spirit ever published.

1. Mr. H. MASSAC BUIST:

. . . The Shell Company controls the output of the Borneo fields. . . . . ***Shell Spirit can be shown to have a higher "useful compression" than any other of the well-known brands.*** This means that in nine cases out of ten with a car or lorry engine the ignition could be advanced on this fuel, and the mixture weakened slightly, without resulting in that "pinking" which sets the limit as well to power as to economy.—*Observer.*

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Nature's Mixture of Petrol and Benzol

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Write for Leaflet, "IN THE TEST-HOUSE"

The Austin Twelve

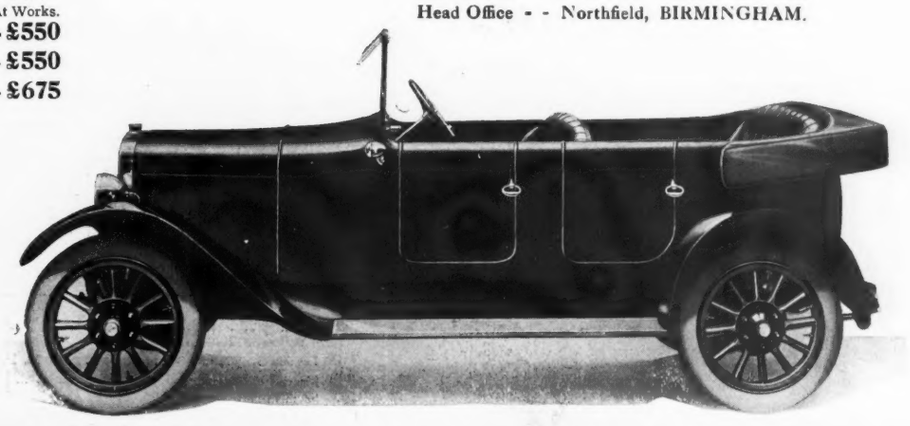
EQUALLY suitable for pleasure touring or business journeys in town or country, the "Austin Twelve" is an excellent car for the owner-driver and is easily handled by ladies. Its 4-cylinder engine is powerful silent and vibrationless. Four speeds are provided, and the general chassis lay-out is worthy of the Austin standard. Equipment includes electric lighting and starting, spare wheel and tyre and side curtains for the touring models.

Those who prefer a more powerful car have an excellent range to choose from among "Austin Twenty" models.

Get Catalogues 252 and 253.

THE AUSTIN MOTOR CO. LTD.
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"AUSTIN TWELVE" PRICES.
At Works.
2-4-seater touring model - £550
4-seater touring model - £550
4-seater coupè - - - £675



described as a mere passing phase. Vigorous opposition is raised in some quarters to London County Council tramway extension, the most noticeable and perhaps the most recent being that of Slough to a proposal to extend tramways along the Bath Road as far as that town. Brentford is bad enough, but the idea of trams along the Bath Road as far as Slough is painful, pathetic and ludicrous. The most interesting commentary on transport development is to be found in the recent decision to take up the lines, that are not by any means old, from Hounslow along the Staines Road.

Correct Focussing of Headlights.

AN interesting point is revived by a letter we have received from Messrs. Auto-Carriers, Limited, the makers of the A.C. car. For some unaccountable reason very few cars leave their makers with the head lamps correctly focussed, an unpardonable skimping of detail on which we have often commented. After all, focussing of head lamps is a very simple matter, but it is very annoying to have to get out of one's car at night time when one is in a hurry and the weather, perhaps, is anything but ideal. In the case of the A.C. car a special method is adopted for ensuring that all lamps shall be correctly focussed by a works' process. One set of lamps is tested on the road, and the illumination of these when correctly set is recorded on a blank wall in the works, so that all other lamps of a similar size may be tested against this wall without necessitating a road journey on the part of the car to which they are fitted. This is a very simple means of overcoming a trifling but annoying problem, and we should be very glad to hear that other manufacturers were adopting it, or an alternative having the same end in view.

While speaking of A.C.'s we are reminded that nearly every week since Brooklands Track was reopened after its urgently required repairs the A.C. light car has acquired some record. Even those of our readers who are not interested in record breaking as such will realise that a car continually putting up special and extraordinary performances on the track must be a car much above the ordinary.

The Royal Scottish Automobile Club.

THE report of the Royal Scottish Automobile Club for the past twelve months has recently been published, the annual general meeting of the Club having been held early this month. The report shows a very satisfactory state of affairs, at least from the financial point of view, but as the chairman, Mr. D. P. Maclagan, W.S., stated in submitting it, it is unsatisfactory in that, although the membership shows a steady and substanial growth, there are still owners of motor cars in Scotland who are not members of the Club but who are reaping the advantages of the efforts of the Club in roads and road signs, legislation and in other directions. This, of course, is the case with all motoring organisations; their work benefits the whole motoring community, but only a comparatively small section contributes directly to the necessary expenses. A large portion of the good work deals with road matters, which to us is a very welcome sign. Beyond an expenditure of £260 odd in Rule of the Road propaganda, the Scottish Club, like its English *confrères*, indulges in the maintenance of road guides and patrols and in the publication of weekly road reports, and there is much sound sense on all aspects of road usage contained in the summary of the Club's activities in the report.

In the matter of taxation the Club, of course, is vigorously opposed to the present system, and it has joined with the R.A.C. and the A.A. in urging that a reduction of 25 per cent. on the charge of £1 per horse-power on privately owned motor cars should be made for 1923, it being generally believed that no modification of the principle of taxation can be made for next year.

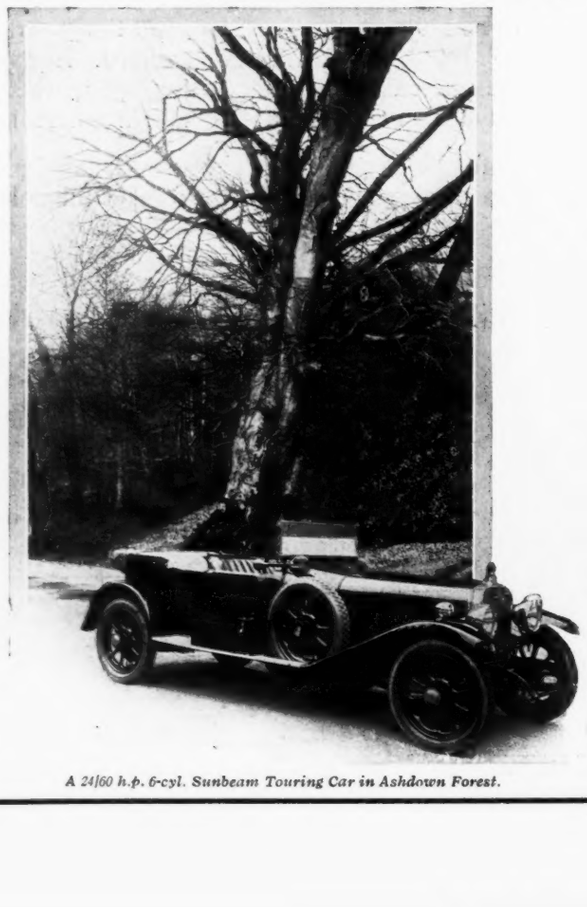
To our way of thinking it is unfortunate that the Scottish Club supports the R.A.C. in condemning the practice of switching off head lights. Until dipping head lights are universally used or some other method of countering dazzle is discovered, which in our opinion is very doubtful, we believe that the switching off of head lamps is an act of necessary courtesy. As far as our present knowledge goes, dipping head lights seems to be the ideal solution, but one cannot expect anything ideal to be adopted universally in the course of a few weeks.

THE SCOTTISH SIX DAYS.

PREPARATIONS for the 'Six Days' Light Car Trial are proceeding apace, and with every promise of excellent result. The first car entered was an A.B.C., and among the forty odd further entries already received most of the well known light cars are represented. It will be remembered that the engine size limit for these trials is 1,600 c.c., a figure that caused some discussion, as the English official limit of a light car engine size is 1,500 c.c. Strangely enough, among the cars entered in the Scottish event there are at present none with engines between 1,500 c.c. and 1,600 c.c.

The route of these trials is being kept a secret from intending competitors, so that those in an advantageous position for practising shall not be able to benefit in what might be regarded as an unfair way.

THE SUPREME
SUNBEAM



A 24/60 h.p. 6-cyl. Sunbeam Touring Car in Ashdown Forest.

THE
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six cylinder
Model has been widely spoken of by Press and Public as
"the most improved car of 1922."

THIS car is the lineal descendant of the famous 6-cyl. SUNBEAM which, running in practically standard form, in 1913, annexed all the

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Customers in the Northern Counties are invited to send their Sunbeam Cars for repair and overhaul to their new depot at, 288/94, Eccles New Road, Weaste, Manchester.

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SUNBEAM-COATALEN AIRCRAFT ENGINES, 100/900 H.P.

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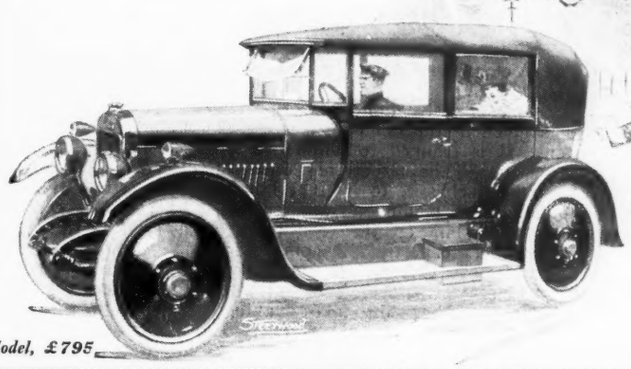
HIGH prices do not necessarily mean better cars. They may simply mean extra money for extravagant production expenses.

Our experience of over twenty years has taught us how to reduce these to a minimum. Very little of the purchase money goes to defray overhead expenses; the rest buys engine efficiency, climbing power, elegant design and first-class coach work—in short, a better car at a lower price.

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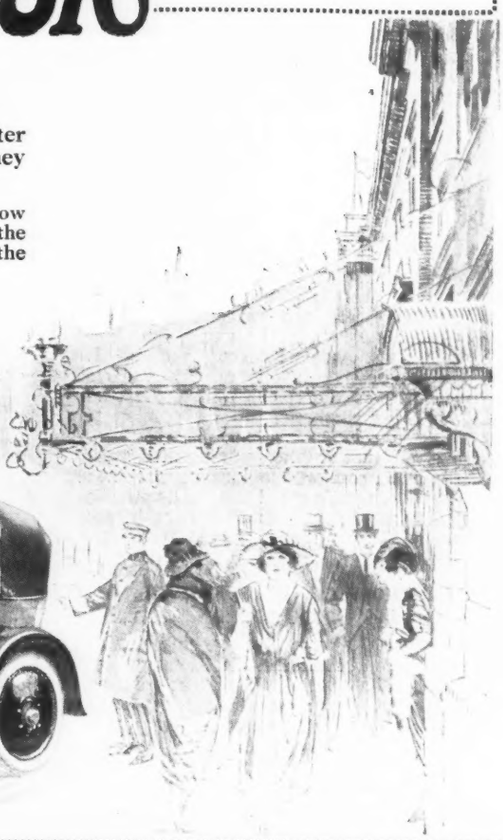


All-Weather Model, £795

BRIEF SPECIFICATION

20 h.p. four cylinders, 80 by 130 mm. (2,624 c.c.) forced lubrication (1,500 m.p.g.). disc clutch, Felcos' magneto, four speeds, (right hand gate change) unit gear box, spiral bevel back axle drive, 815 by 105 mm. Dunlop Magnum tyres on Michelin disc wheels, A.V. lighting and starting.

Touring	Model	£650
All-Weather	,,	£795
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The 'A-C' LIGHT CAR

Worth more than any other

In 1921 the amazing 'A-C' carried all before it in the competition world and held more official records than all other makes of Light Car combined. This year has opened just as successfully. Now the "Amazing 'A-C'" holds 109 records—four times as many as all other light cars combined competing in 'A-C' classes, and more than five times as many as any one other make of light car. Speed is not everything however. The 'A-C's' reliability and comfort have been equally well proved, and for appearance there is no light car to compare with it.

Full range of models always on view which the public and trade are invited to inspect.

Prices from £495

All buyers of new 'A-C' cars should insist on receiving the Company's printed Guarantee, which will only be supplied for cars purchased through us or our authorised agents.

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What "The Times" says about the 'A-C'

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"Messrs. Auto-Carriers do not attempt quantity production, but they spare no pains to turn out a car which looks nice, feels nice, and is nice."

Gear changing.

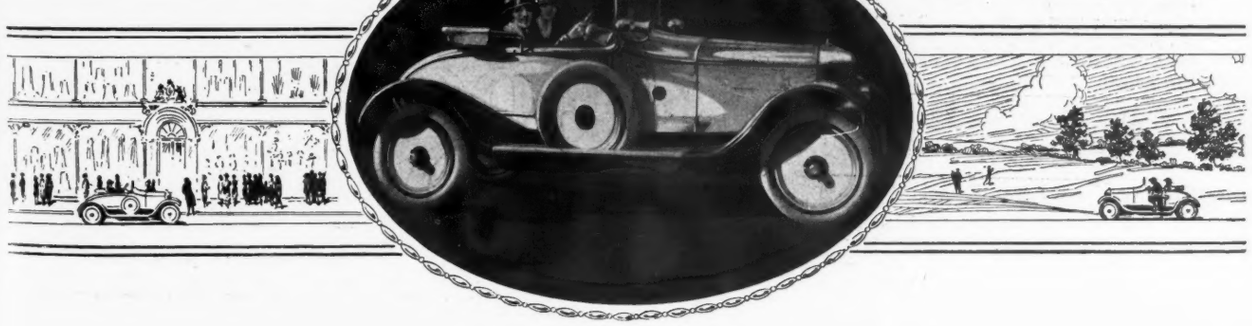
"Gear changing is pleasant."

High Speed.

"48 m.p.h. with the hood up and under vile weather conditions."

Comfort.

"The seating has been well carried out. The driving seat offers that measure of ease and shoulder support which I am always advocating."



AN AUSTRALIAN MOTORIST'S ADVENTURE.

DR. G. E. MANNING, an Australian owner of a 30–98 h.p. Vauxhall car, in the course of a letter to the makers, relates an experience of his in the recent Brisbane–Sydney reliability run that will be read with interest by owners of fast cars. He writes: "I was having a 'scrap' with another fast car, and while travelling at about 55 m.p.h. the second car skidded across my path as I attempted to pass it. The '30' was compelled to leave the road, cross a ditch 4ft. wide and about 9ins. deep, pass between a telegraph pole and a three-rail fence about 6ft. apart, cross the ditch again, and then regain the road ahead of the other car. I merely mention this incident to explain the treatment cars are expected to stand out in this part of the world, and how enthusiastic we are about the 30–98. The only loss we experienced in the above incident was the colour from our faces! 'Windy!'" Summing up his opinion of the 30–98 h.p. Vauxhall, Dr. Manning considers that it "holds undisputed sway as a fast, comfortable touring machine; capable of terrific speed combined with the maximum of safety, and inspiring in the driver a sense of handling something 'alive.'"

A NOVELTY IN TWO-SEATER BODYWORK.

SOMETHING new in coachbuilding is embodied in the two-four seater model of the Austin Twelve. The ordinary two-seater car priced at £535 has been dropped from the manufacturing programme and replaced by this new model priced at £550. The feature of its body is that the two seats are of the bucket type and can be moved backwards or forwards in the well of the body while at the rear of the well are two small seats which can be utilised when the two front seats are in a forward position; thus four persons can be accommodated in the well and under the shelter of the hood when this is raised. When the two extra passengers are not being carried the extra space is available for luggage. In addition the body also has a two-seater dicky seat, so that the total carrying capacity of the car is six passengers.

APPLICATION FOR TOLLS ON STATIONARY MOTORS DEFEATED.

AT the request of the Automobile Association two A.A. members, residing at Port Talbot, attended (as local ratepayers) an Enquiry held by an Inspector of the Ministry of Health in connection with a proposed schedule of tolls to be levied on motor vehicles standing in or near market places.

Motorists will be interested to know that the opposition put up by the two A.A. members attending the Enquiry resulted in the proposal being abandoned. The result is all the more satisfactory in that such tolls for standing vehicles constitute a novel departure.

ITEMS.

Training for Drivers of Vauxhall Cars.—A chauffeurs' training class is being started by Vauxhall Motors, Limited. The course of instruction lasts one week and is given in the Company's works at Luton. It is planned to familiarise the chauffeur with the structural details of the Vauxhall chassis, to instruct him in the methods of making all adjustments, and to show him on the road how to handle the car expertly. A nominal fee of 3 guineas is charged for the week's tuition. Many owners of Vauxhall cars, it is thought, will be glad to take advantage of this opportunity, as obviously it is well worth while that a chauffeur should have been thoroughly trained at headquarters in the management of the machine under his charge. Full particulars can be had by applying to the Works Manager, Vauxhall Motors, Limited, Luton.

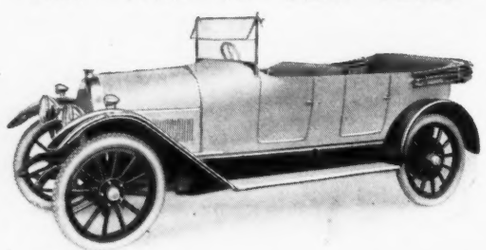
Queen's Park, Bournemouth.—The Hampshire A.C. recently drew the attention of the R.A.C. to a notice given by the Town Council of Bournemouth to apply to the Ministry of Health for the confirmation of by-laws restricting the speed of motor cars and other carriages to 10 miles an hour upon the commons, including the road through Queen's Park, Bournemouth, which is one of the principal outlets from the town and is used by a large number of motorists. Representations were made by the R.A.C. to the Ministry of Health against the enforcement of such regulations in Queen's Park, and it was pointed out that the road is little used by pedestrians, it contains no dangerous turnings and the amenities of the Park would in no way be affected by leaving the speed at 20 miles an hour. Representatives of the R.A.C. and the Hampshire A.C. recently met the Parks Committee of the Bournemouth Council and expressed the views of both bodies in opposition to the proposal. It is gratifying to record that as a result of this opposition the proposed by-laws have now been abandoned.

The British Ensign Car.—Apparently that super-car, the 38.4 h.p. British Ensign, which made its *début* at the 1919 Show, is definitely to be withdrawn from the market, for the works at Hawthorne Road, Willesden Green, have been acquired by Messrs. Studebaker, Limited, and will be used for general assembly work and as a service station.

Dunlop Success.—The Charron-Laycock car which gained fourteen firsts on formula out of fourteen events for which it was entered in the Essex Motor Club's Hill Climb at Kop Hill, on March 20th, was fitted with Dunlop tyres. The car's performance is testimony to the reliability of the tyre equipment selected.

YOU CANNOT BUY A CAR IN A MORE CONVENIENT WAY

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ANY MAKE OF CAR SUPPLIED

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Old English and Chinese Porcelain, Antique Lace and Textiles.
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Choice OLD ENGLISH ENGRAVINGS of the late DR. HARLEY, of Beedings, Pulborough, etc.
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Choice Old Chinese Porcelain, Old English Furniture and Textiles from Littlecote, Hungerford, Berks and The Carlton Hotel. MAY 26th.



A very fine Chippendale Mahogany Wine Cooler, 4 ft. 4 ins. high.

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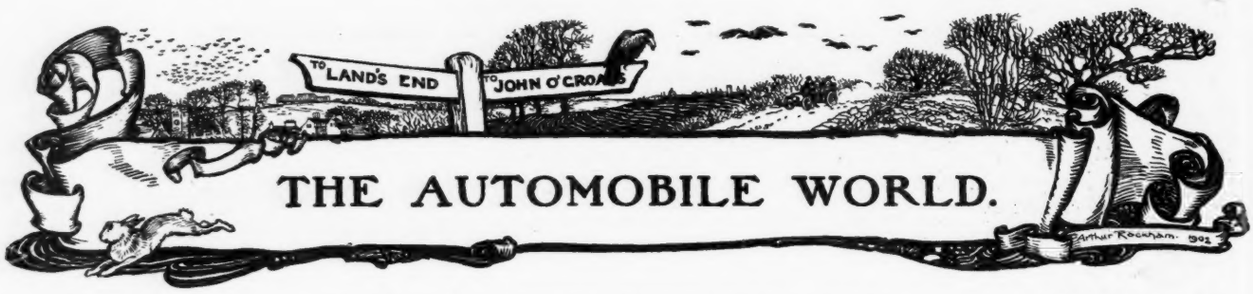


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TO LORNA DOONE'S COUNTRY ON A SUNBEAM

THE Sunbeam as mentioned in my title is both a metaphor and a fact. It is a metaphor in so far that for the greater part of our trip from London to Devon the rain came down in continuous and unabated torrents, and the wind blew as it has seldom blown before in my experience. It is a fact in that the car whose prowess and luxurious comfort were at our disposal for the trip was a 24 h.p. six-cylinder Sunbeam. Devon is famous for several things besides clotted cream. If any county in England has a particular claim to being regarded as a home of romance it is the south-western corner of our island, and, apart from the somewhat studied efforts of Charles Kingsley and the Rev. S. Baring-Gould, the northern section of Devon, which is Exmoor, has had its almost every nook and cranny invested with a halo by that somewhat sugary but nevertheless, magnificent story of Blackmore, "Lorna Doone." Besides these things, Devon is famous or notorious for its climate, for when there is moisture in the atmosphere it rains in Devon as it can surely rain nowhere else; and on the way down to Devon the wind can blow over the open stretches of the Bath Road with a fierceness that, combined with the speed of a 24 h.p. Sunbeam, resembles a tornado with uncomfortable verisimilitude.

It was an almost brand new six-cylinder Sunbeam with a light four-seater body that was lent to me by its makers for the purpose of a week-end trip. Before the car was put through its paces on the road, Brooklands track seemed to refuse to be overlooked by a car of this character and reputation. At the same time, a brand new car is not perfectly at home at Brooklands, and so there was a certain amount of hesitation mingled with my pleasure as I let the car out down the railway straight for a half-mile speed burst. In view of what I had heard of this car and the performance of its predecessor, of which the engine was not anything like so modern or so advanced in its design, I must confess to a feeling of slight disappointment when the maximum speed of this new car proved to be 64 m.p.h. In fairness, however, both to the car and to myself, I must emphasise that, knowing something of the character of aluminium pistons and of brand new cars, there would have been good reason for a much lower maximum speed than that actually registered. Moreover, all through the trip of some 500 miles, the Sunbeam continued to improve, and on the way home the open stretches of the Bath Road often saw us spinning along at something near a mile a minute speed, with the throttle a long way from being fully open.

ONE CHARM OF THE HIGH-POWERED CAR.

And, just by way of digression, this little achievement has a quite special interest. As is always the case with a new car, a few minor details developed during our trip requiring attention, and a certain amount of rattle in the overhead valve gear denoted that all was not precisely as it should be. It transpired afterwards that several of the tappets, or rather the overhead rocker arms, had a clearance of no less than a quarter of an inch, and yet here was the car accomplishing really high speeds on practically half throttle. This is a very illuminating illustration of a quite important charm of the high powered car. Any minor engine defect that develops does not mean such a loss in performance that a journey cannot be completed in comfort without rectification of the trouble. The Sunbeam engine has six cylinders with a bore and stroke of 80mm. by 150mm., giving an R.A.C. rating of 23.4 h.p.; but the brake horse-power is in the neighbourhood of 60, and so a few "horses" lost on a journey are not distressingly important.

A FEW CHASSIS DETAILS.

As this car is an entirely new model, a word or two about its general features may not be out of place before we get on with our visit to the country of Lorna Doone. In general design the engine is much the same as the 14 h.p., which has recently been described in these pages. That is to say, the cylinders are cast monobloc with a detachable head in which are mounted the valves, which are operated by push rods from a cam-shaft carried in the crank case. Ignition is by magneto only, this being driven by a continuance of the dynamo spindle, this unit thus having that very necessary but quite rare asset, positive drive. The induction manifold, of aluminium, is a fine piece of work and is generously water-jacketed, the importance of which may be appreciated in some measure from the very reasonable fuel consumption of the car, which, driven as I drove it, at fairly high speeds all the time and under very bad conditions both of weather and of road surfaces, averaged some 15 m.p.g.

Of the remainder of the chassis, there is little to be said further than that every detail is obviously designed and constructed to the highest possible standards, both in the matter of design pure and simple and in that of care of construction and quality of material. The gear-box gives four forward speeds and reverse, and as soon as it has become warmed up the changes in ratio are quite easy, although in changing up a rather longer wait than usual is necessary. In the matter of springing, which is by semi-elliptics all round, it occurred to me that the back springs are rather on the soft side for a car capable of such high speeds, but the fault, if such it be, was only just noticeable and may have been due in some measure to the rather heavy load that we carried—four adults, two children and a certain amount of luggage. The mention of luggage reminds me that some owners would appreciate a re-positioning of the filler for the petrol tank at the rear of the chassis, so that the tank could be filled up while the luggage grid is fully laden. At present it would be necessary to remove luggage in order to fill the tank. The brakes of the car were as smooth and as efficient as they must be on a car of this type that is to give entire satisfaction. Either was sufficient to bring the car to rest in very quick time from any speed



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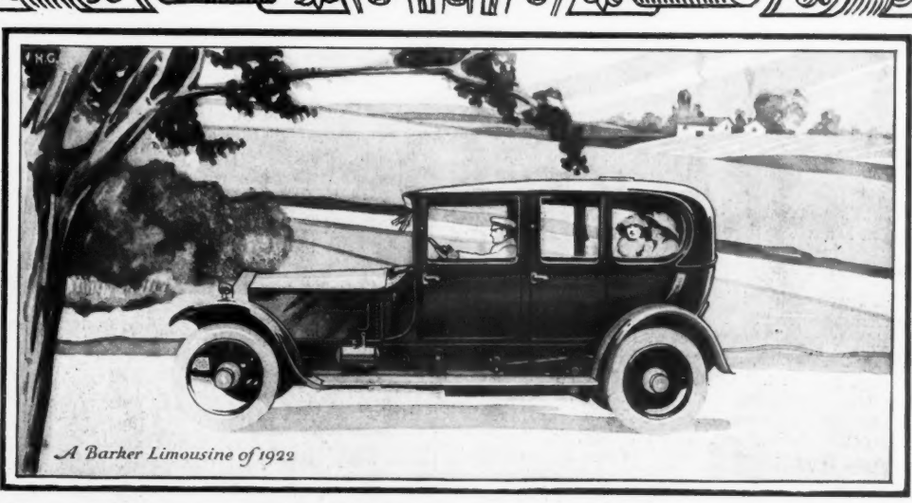
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A TYPICAL SECTION OF THE EAST LYN VALLEY NEAR JOHN RIDD'S HOME AT OARE.

and to hold it on the worst gradients that the Exmoor coast can offer, which means probably the worst in the British Isles.

ELECTRIC EQUIPMENT.

In view of some recent experience, I must give a special word of praise and thanks to the Sunbeam Company for fitting a starter that is really up to its work. Never once did it fail to do its duty first thing in the morning and at any time during the day. One may be inclined to say: Why should it so fail? And I have no answer, except that on many cars which have recently passed through my hands the starter has failed, and I have been painfully reminded that the modern search for efficiency entails drawbacks when it comes to starting an engine by hand. But after taking due care with the essentials of electric equipment the makers might devote a little time to the focussing of the head lamps.

But to get on with the trip. The gale that swept the Bath Road had attained a climax in its effects, when the Sunbeam's natural stride of some 45–50 m.p.h. on half throttle brought us half way between Froxfield and Savernake Forest. Here a tree was blown right across the road, and there was nothing for us but to wait until a saw was procured and the co-operative efforts of a score or more drivers who were held up on either side of the obstacle cleared it away and enabled all to proceed. On through Devizes, Trowbridge, Glastonbury and Frome to Bridgwater, the road has nothing of special interest, for the town and therefore the abbey ruins and other monastic relics at Glastonbury are left on the right by anyone not deliberately anxious to explore this famous old-world relic of a town. As you drop down into Glastonbury you come to a corner of the wall of the abbey grounds on the left and here you turn down the road with the wall now on your right. A passing glimpse is obtained of the abbot's kitchen and the abbey behind and that is all.

HOTELS—AND HOTELS

Three weeks ago I was complaining in these pages of the treatment received at a certain hotel in Bridgwater. This time we put up at the Royal Clarence, a hotel that holds both R.A.C. and A.A. appointments, and better treatment and more reasonable charges than we here encountered no one could desire, so that Bridgwater is not such a very bad place in which to spend a night after all. The next day saw us through a continuous downpour of rain to Minehead, where no signs of a break in the weather decided us to turn homewards. At Burnham-on-Sea, however, at which place we made a detour for tea, the weather cleared and so back again we went to Porlock. Porlock Weir, a mile beyond Porlock proper, lies on a narrow stretch of land between the bottom of the cliffs, over which goes Porlock Hill, and the sea and a wonderfully picturesque little village it is. But fortune was against us and we had to scatter and find ourselves rooms in various thatched cottages in Porlock village, where I shrewdly suspect we had much better and more reasonable accommodation than would have been offered by the local hotels.

PORLOCK AND COUNTISBURY.

Porlock Hill is, of course, one of the most famous climbs in England and it was with quickened interest, but no misgiving, that we put the Sunbeam against it the next morning. Even in Lorna Doone's day the hardy natives of Exmoor used to make detours to avoid this climb, so John Ridd tells us, and a new road has recently been cut which motorists may negotiate on payment of a shilling toll. The hill caused no failures in the recent Land's End run, organised by the M.C.C., but surely no competitor made a better ascent than did our Sunbeam, for between second and third gears we toyed with the gradient from bottom to top and crested the steepest part at well up to legal limit speeds. Over Porlock Moor to the top of Countisbury the road offers some magnificent views of the coast immediately below; the Welsh coast across the Channel beyond and the wastes and dales of Exmoor on the left.

Countisbury Hill and the long descent to Lynmouth is regarded as one of the most dangerous in England and it has probably seen more fatal accidents than any other. The average gradient is not so severe as that of Porlock and the hill is free from the acute bends of its predecessor; its particular danger lies in its treacherousness. By coming down a practically straight and, although steep, a quite safe descent one has been lulled into a false sense of security, when a sudden stiffening of the gradient and two very acute bends bring one to the bridge in Lynmouth. It is a hill that can be negotiated with confidence so long as the car is never allowed to gather speed, but Countisbury of all hills is one with which no liberties must be taken.



AN INTERESTING PHENOMENON.

The hedge and the bank on the southern side of this road from Porlock to Exford have presumably been artificially created to protect the road and those on it from south-westerly gales. They also have the undesirable effect of protecting it from the southerly sun, with the result that snow coming from the north remains on this stretch of several miles in length much longer than on the open moor adjoining.



COMING UP THROUGH CHEDDAR GORGE



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OARE AND THE EAST LYN.

A pause in Lynmouth and then we took the magnificent and popular Watersmeet Road on the left bank of the Lyn through Brendon to Oare. After Brendon the road is only just wide enough for one car to proceed along, although at rare intervals it is widened out so that two vehicles may pass. Even a sheep in front of a car cannot get past it, and we covered at least a mile at the tail of three woolly beasts which had no means of escape and to which we could offer none.

Malmsmead is a farmhouse on the left bank of Badgeworthy Water, the stream passing through what is practically the farmyard. It is now a refreshment house, where rooms may be obtained, and it is one of several local farms which claim to be, or to be on the site of the Plover's Barrows of Lorna Doone, but a much better claim can be made out for what is now called Kemp's Farm, a mile further on, just past the hamlet of Oare.

HOOKWAY HILL.

Surely there is in England no more magnificent run than that along the bank of the East Lyn through Oare to Hookway Hill, a hill to which Porlock is mere child's play. At its foot we had to cross a narrow bridge which gave no more than 2ins. to spare on either side of the car, so that before tackling the bridge itself we had to indulge in some manœuvring in order to take it absolutely square, for by no other means could the generously dimensioned Sunbeam have been piloted across. Hookway Hill is easily the most severe climb that I have ever seen and half way up we all experienced qualms when the back wheels began to slip on the loose surface. At this point we were in second gear, but a rapid change down to first and closing the throttle to less than a quarter opening gave the wheels a chance to grip and took us over the climb. To open the throttle was impossible and yet if it were not opened, we wondered, would there be enough power to take us over the hill. It was really a magnificent achievement on the part of the car that this severe ascent with its terrible surface could be mastered with only a fraction of the power of the engine at work. Meeting a hill like this under such conditions is apt to lead one into an exaggerated estimate of its gradient, but making all allowances, I should say that the average from bottom to top was 1 in 4½, that in many places it approached 1 in 3 and on one corner at least was possibly even steeper.

This road rejoins the main Porlock-Countisbury road at Hawkcombe Head, where there had just been a meet of the foxhounds, and which is, incidentally, the point where the new toll road avoiding Porlock Hill rejoins the main road. A short distance beyond there is a backward fork to Exford, and bent on exploration as we were, we decided to take it. For the first mile or so the road is a perfectly open moorland highway; but then on the southern side of it there is a bank and hedge, the latter presumably planted to protect the road and those on it from south-westerly gales. Unfortunately, it does not protect the road from northerly storms, and in a very short time we found remnants of the previous week's snow so thick that we had to retrace our steps. The hedge intended to protect the road had protected it too well against the warmth of the sun, so that here alone the snow remained, and remained in such quantity that no car could make headway. And so back to Porlock village and tea in the Ship Inn at Porlock Weir, where there is a collection of china that will delight the eye of every connoisseur.

After tea we again found a night's hospitality at the Royal Clarence at Bridgwater, for I am one of those who, with a natural suspicion of all British hotels, believe in making sure of comfort and avoiding expensive and unpleasant experiments. The next day, in order to have a little variety from the main route down, we followed the Bristol road, turning off it through Axbridge, the wonderful Cheddar gorge which will always be as fresh as it is famous, and still unspoilt old-world Wells, to Shepton Mallet and Frome. Of the remainder of the run home there is nothing to record, so perfect is the Bath Road, with the exception of the Savernake Forest district, and so perfect the running of this super car.

Of the behaviour of the car there is really little to be said, which is the very best testimonial that could be offered to it. This new Sunbeam obviously takes a place among our four or five very best cars. When one or two little details have received the attention and modification that will inevitably come as a result of further experience, such as the overhead valve gear lubrication, the method of tappet adjustment and perhaps the silence of the gear-box, it will be as near as no matter a perfect motor car. The seating is comfortable, in spite of the fact that the light four-seater body is not particularly roomy. The car is elegant, whether fitted with this body or with the larger model which is an alternative standard available to the purchaser; and when the side curtains are in position the weather protection is excellent. But in connection with the side curtains there is one note of criticism that I must offer. Push buttons are not sufficient to hold the side curtains in position in a really strong gale, and we had many stops on the way down to re-fasten the curtains, which insisted on blowing open. To a firm like the Sunbeam Company this is a very small matter and is one that I feel sure they will rapidly modify on learning its limitation. To any who feel inclined to follow in our footsteps I can promise a most enjoyable trip so long as the driver has a sure hand at the wheel and the brakes of the car are reliable.

W. H. J.

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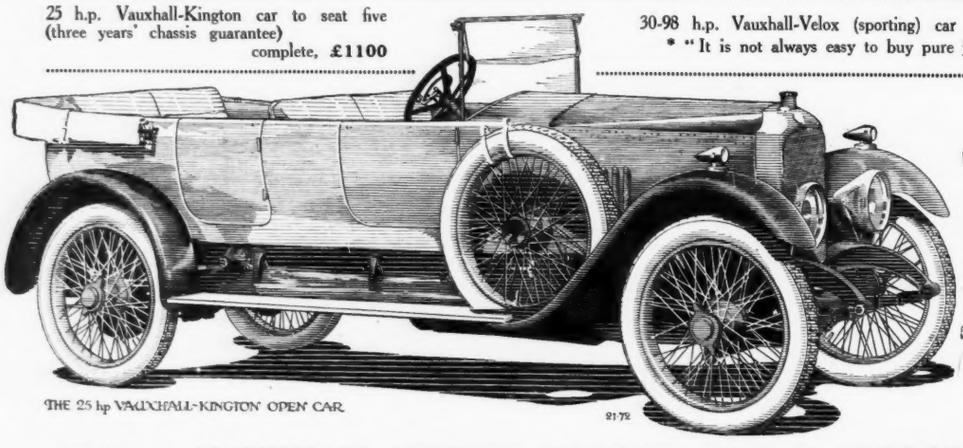
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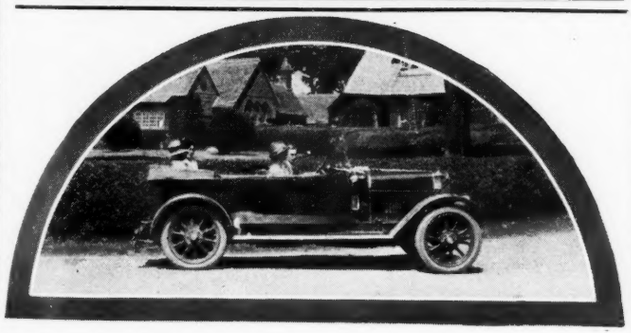
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Towards Better Roads.

ALTHOUGH the roads in all parts of the country are at last undergoing their much needed improvement, in certain areas there is ample evidence that this important subject is not receiving proper attention. In no small measure this is due to the incompetence of road surveyors, for in many districts surveyors have been and are appointed with but little reference to their qualifications for the duties they have to discharge. In one case that we have in mind the surveyor of an important rural district, the roads of which carry a large amount of through traffic, was before his appointment an under-gardener to a local resident. The result of such an appointment is seen in the state of the roads throughout the whole area that this man has under his control. They are easily among the very worst of any to be found in Great Britain, in spite of the fact that the area is surrounded by roads considerably above the ordinary standard of quality.

Much good work towards better roads is being quietly accomplished by the Roads Improvement Association, which has offices at 15, Dartmouth Street, Westminster, S.W.1, and an excellent campaign is now being conducted towards the establishment of a Chair of Highway Engineering at one of our Universities, so that there may be at least an opportunity for road surveyors to learn their work thoroughly. In May last the Association made a suggestion to the Ministry of Transport which is being extensively adopted, namely, that corners and bends should be banked so as to facilitate their negotiation by mechanically propelled vehicles, and at the same time reduce wear on the roads themselves.

Incidentally, the Association sends us the interesting information that there are 177,365 miles of roads in Great Britain, of which 22,189 have already been classified into Class I and 14,400 into Class II by the Ministry of Transport. All roads included in these two classes are entitled to State aid for maintenance and improvement, 50 per cent. of the cost being defrayed out of the Road Fund in the case of Class I roads and 25 per cent. for Class II. Unfortunately, because a road is classified as first class it does not follow that it is first class as regards its surface, notorious examples being available in most of the Warwickshire roads of which the signposts proudly proclaim them to be first class roads.

The Cyclist's Red Rear Light.

THE other side to the assertion by motorists that all vehicles on the road at night time should be required by law to carry a red rear light is presented by the Cyclists' Touring Club, a body that, with a membership of some 11,000, claims to represent the 4,000,000 and odd cyclists of Great Britain. As a correspondent to the *Autocar* points out, the Automobile Association has some 125,000 private car owners among its members, while the total number of private car owners in the country is but little in excess of 200,000. If the A.A. is not quite so representative as one would like it to be, it is surely far better qualified to present the views of motordom as a whole than is the C.T.C. to present those of the cycling world.

Recently the Cyclists' Touring Club has issued a twelve-page booklet entitled "Why Cyclists Object to Compulsory Rear Lights," a booklet that is distinctly humorous, if not actually comic, although whether the humour is intentional or otherwise is at the time of writing not quite clear. The Cyclists' Touring Club seems to have got hold of the entirely mistaken idea that motorists are desirous that cyclists alone among all users of the road at night time should be required to carry red rear lights. This, of course, is quite mistaken. Practically all intelligent road users agree that all vehicles on the road at night time should carry a red warning light, whether the vehicle be a high-speed car, a lumbering farm cart or anything between the two extremes. There are, however, two quite relevant facts in connection with this discussion, the first of which is that the cyclist is one of the two things on the road at night that most require a rear light, and the second is that the cyclist is alone in raising any serious opposition to the proposal.

In our opinion, the two night road users that most require rear lights are the cyclist and the cart with an overhanging load, and both require the rear light especially for the same reason—that they are most difficult to detect. As a matter of mere logic, the mechanically propelled vehicle requires a red rear light less than any other, and its requirement varies in inverse proportion to its speed, because the faster the vehicle the less likely is it to be overtaken, and therefore the less likely is it to cause obstruction to anything else on the road. And although we believe that some case could be made out for the abolition of the red rear light in the case of mechanically propelled vehicles we would not for a moment suggest that such a case is worth any serious consideration. If any vehicular traffic could be excused from carrying a rear light it is the mechanically propelled, but we believe no vehicular traffic ought to be so excused.

When the Bill for the general regulation of road vehicles, including their lighting, comes before Parliament, it is practically certain that red rear lights will be made compulsory for all vehicular road users, and we believe that there is little need to fear that the decidedly absurd agitation now being conducted by the C.T.C. will carry any weight.

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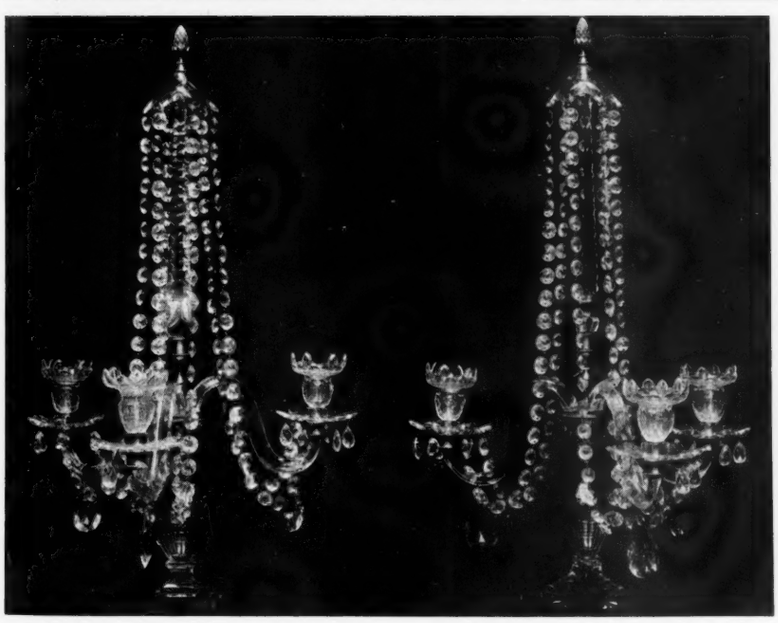
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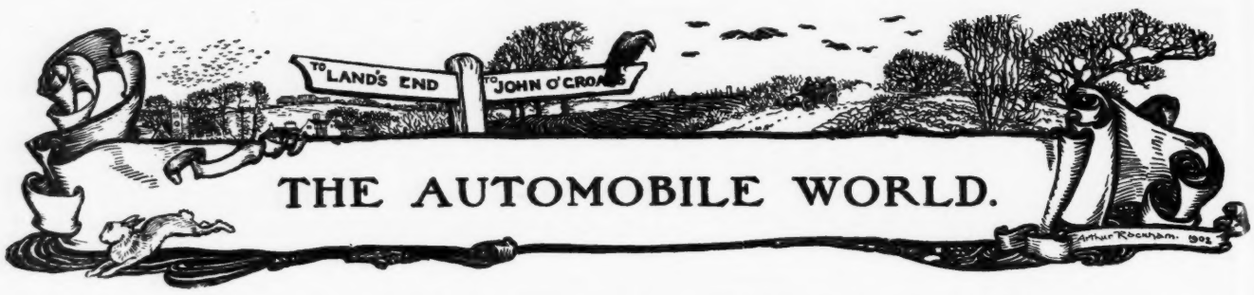
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THE LAY-OUT OF THE GARAGE

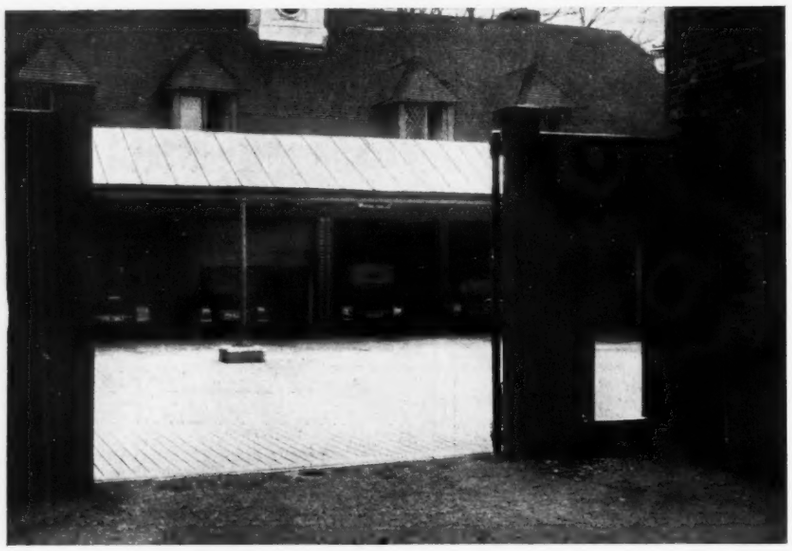
ALTHOUGH, until a few years ago, it was quite common to find owners of cars storing them in a public garage, this practice is now a very rare exception rather than the rule. Practically every one now finds a car an essential, and has been forced by two things to the realisation that in the long run it pays to keep the car on one's own premises, even if the accommodation for it has to be built especially. The first of the two reasons that have led to this position is that the convenience of the car itself is largely discounted by the necessity of having to walk any distance to get it and by the delay often arising when one had to wait for one's man. The second consideration is that the public garage proprietor seems to have set out with a strong determination to drive away as much custom as possible. He is now beginning to realise his mistaken success, and a complete change from his previous attitude is to be seen in all parts of the country, but unfortunately for him, though perhaps fortunately for the private owner, the change has come too late. Minor articles missing from the car, petty damage due to the carelessness of garage servants or other users of the establishment amounted in the aggregate to greater annoyance and involved greater expenditure than the average car owner likes to endure.

In many country houses the stables have been converted into a garage—sometimes completely, sometimes only partially, sometimes with complete success, sometimes with success so partial that the enterprise may be almost described as a failure. Which is to result from what must inevitably be a somewhat expensive undertaking, depends in the main on the spirit in which the work is begun. It must be realised from the outset that whereas, provided the doors are big enough, a car can be put in a stable and will occupy but little more space than a horse, any such arrangement is only a compromise and the accommodation for the car to be satisfactory needs to be carefully worked out from the beginning.

MANŒUVRING SPACE.

The commonest failing of the garage that is a converted building is, that although there may be ample space for the car itself and even plenty of room in which to move round it, there is very little room in which to manœuvre it. The car has to be driven straight in or straight out and sometimes the length of this drive can be a quite serious handicap. Whenever any garage lay-out is being contemplated, one of the most important considerations is the space that will be available for manœuvring the car outside the garage proper. It is not necessary that the space should be such as to allow of the car being turned in a complete circle on a single lock of the steering wheel, but it is useful if it can be turned into any desired position by the comparatively inexpert driver. The Rolls-Royce car, although one of the largest on our roads in any quantity, has an exceptionally wide steering lock and can be turned in a circle of 20yds. in diameter. Many cars of shorter wheel base and generally smaller over-all dimensions require a larger circle than this. Therefore, if a visitor demonstrates the amount of space that is required for a complete turn with his Rolls-Royce, the prospective garage builder must not be misled into thinking that the same space will satisfy any and every other car. But as I have said, it is not necessary to be able to turn the car on a single lock of the steering wheel. So long as not too many are necessary, there is no objection to occasional reverses, and a yard 15yds. square will satisfy practically all ordinary requirements.

The entrance to the garage proper should as nearly as possible face directly the entrance into the yard. The car can then be driven straight through the yard into the garage and when it is taken out it can be turned round in the yard and driven out of it forwards. Naturally, the keeping of more than one car does not necessitate a larger yard, although it will be impossible to have all the cars stored immediately in front of the yard entrance. This will mean that all but one of the cars will have to undergo a certain amount of manœuvring when brought in at night, and nothing more serious.



AN EXCELLENT GENERAL ARRANGEMENT IS TO BE SEEN IN THE GARAGE AT OTTERSHAW PARK, SURREY.

On the facing side of the quadrangle are compartments for six cars, each compartment having its independent door, but except in the centre of the main side, no division between the cars. On the contiguous side is room for two more cars. This view is taken through the main gate of the garage and shows the covered wash, facing which are the men's quarters.

SPACE PER CAR.

As regards the space required for each car, this, of course, depends on the size of the car itself and also on the amount of work in the way of running repairs that the owner or his man are likely to do at home. Speaking generally, a "room" that gives 4ft. all round the car is of ample size. The average over-all length of what may be described as a full-size touring car is about 14½ft. A Rolls-Royce with a cabriolet or a saloon body may possibly run to 16ft. or 17ft. A light car with an ordinary two-seater body averages about 11ft., although the tendency is for the over-all dimensions of light cars to increase, and many measure from tip to tip something in the neighbourhood of 12ft. 6ins. or 13ft. The over-all width of the "fully fledged" touring car is about 5ft. Cars that measure less than 4ft. in width are extremely rare and are limited practically to cycle cars. In the matter of height very few cars exceed 7ft., but to be on the safe side and to allow of the reception of luggage strapped on the top of a landaulet, the doors should be at least 8ft. 6ins.—this will ensure that any visitor may be relied upon to get his car inside without trouble, although the owner of the garage knows perfectly that none of his own cars exceeds 6ft. 6ins. in height.

Where several cars are kept there is nothing likely to be gained by having separate compartments for each. Cars are not likely to kick each other at night time and may be ranged side by side with perfect safety, so long as they are not left standing with their brakes off. But so long as there is a possibility of more than one car being brought into the garage, it is well to be on the safe side in the first instance and allow ample and adequate door accommodation. Nothing is more annoying than to find a garage that has plenty of room inside it, but of which the accommodation is rendered practically inaccessible because projecting walls without doors make it impossible to get a car really "square" inside.

THE FLOOR.

Mention of the necessity for putting the brakes on when the car is left for the night

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Wonderful Wolseley

DOUBLE TWELVE-HOUR RECORD

The Wolseley Ten, which broke fifteen records in a six hours' run on November 24th last put up a still more marvellous performance on May 2nd and 3rd. In 24 hours' running on Brooklands track (in two stretches of twelve hours) it covered 1,465.6 miles, creating FOURTEEN NEW RECORDS in the British Light Car Class:

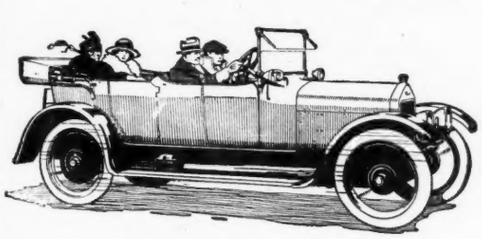
8 hours	553 miles	69.14 m.p.h.	RECORD
9 ,,	616 ,,	68.66 ,,	,,
10 ,,	694 ,,	69.45 ,,	,,
11 ,,	769 ,,	69.94 ,,	,,
12 ,,	843 ,,	70.32 ,,	,,
600 miles in	8h. 44m. 4s.	68.59 m.p.h.	RECORD
700 ,,	10h. 4m. 9s.	69.51 ,,	,,
800 ,,	11h. 23m. 41s.	70.21 ,,	,,
900 kms. in	8h. 6m. 46s.	110.94 k.p.h.	RECORD
1,000 ,,	9h. 2m. 2s.	110.69 ,,	,,
1,100 ,,	9h. 51m. 33s.	111.59 ,,	,,
1,200 ,,	10h. 41m. 40s.	112.21 ,,	,,
1,300 ,,	11h. 29m. 43s.	113.09 ,,	,,

24 hours - 1,465.6 miles - 61.06 m.p.h. — **British Double Twelve-Hour Record.**

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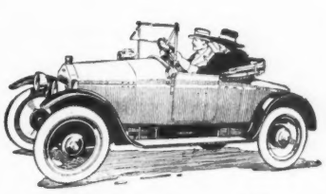
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brings up the question of the floor—firstly in respect to its level. There is something to be said for the sloping floor, but if it be adopted, the slope should be very gentle—just enough to ensure that spilt water or petrol shall not lie in pools but shall run away to a gutter in the neighbourhood of the door, the drain of which must be provided with a fairly fine grating. A small part accidentally dropped on the garage floor may in time find its way down the drain if the grating is not small enough to stop it, and the liquid refuse from the garage differs from that of the stable, in that it is always genuine liquid and will readily run away.

For the material of the floor nothing is better than concrete. Wood is satisfactory when only light cars are likely to be housed, but it is only a matter of time before a heavy car will break through a boarded floor. Bricks become uneven, stone flags are expensive and not a bit better than concrete.

THE PIT.

Although it belongs rather to the subject of interior equipment, with which I hope to deal in a later article, I may anticipate somewhat by devoting a word to the question of the pit. In the old days no garage was complete without a pit, but now a pit is the exception rather than the rule and, indeed, is lacking from many public garages. This is a direct compliment to car designers, for it constitutes a recognition that the average car of to-day does not require to be grovelled under in order to be adjusted. But although we want nothing to replace the pit from this point of view, the pit did one thing which it was not supposed to do, but in which it requires something to take up its function. This is the catching of the oil and mud that will drip from the very best of cars after a time. The best thing for this is a couple of trays, one about 5ft. long and 3ft. wide to go under the engine lengthways, the other about 4ft. long and 2ft. wide to go under the back axle, although this latter may be, and generally is, dispensed with. If any care has been taken in the lay-out of the garage and if the owner is at all proud of it, he will be annoyed at finding unsightly splashes on his garage floor which no ordinary method will clear away.

THE DOORS.

The commonest garage door is, of course, a divided wooden door, mounted on hinges, but where one is on the look out for the best, this type has emphatic disadvantages. In the first place it takes up much room; in the second, it involves heavy door-posts and hinges, which, however well constructed, are apt to sag in course of time; and in the third place the door is not so burglar-proof as its carpenter would have its purchaser believe. The wooden door hung on rollers working along a runner is not so bad as the hinged door, but most of us have experienced at some time or other the difficulty of getting a door of this type to open to its full extent when called upon. The point is that it seldom is so called upon and the runners become choked up with leaves or other refuse, or become rusty.

The Haskins roller blind shutter suffers from none of these defects and is, moreover, quite fireproof. It might involve somewhat unjustifiable expenditure if one were out to build as economically as reasonably possible, but on the score of fire protection alone there is much to be said in favour of having a roller blind shutter constituting a division between each car; it can be readily put out of the way when the extra space is required, when it is closed the cars are entirely in isolated compartments. There is also a special word to be said in favour of the shutter on the score of its burglar-proofness, for there is nothing to show on the outside of it the position of the padlock on the inside. I have also heard it advocated that any pressure on the shutter causes rattling, and so a detection of an effort to break into it. This may be an advantage on occasion, but it suggests another side to the picture.



AN IDEAL ARRANGEMENT FOR THE MEDIUM-SIZED GARAGE.

On the left of the picture is the garage proper which can accommodate some six cars, next to which is the covered wash, the door at the back of which communicates to the workshop. On the right are the stables. This garage is the property of Captain Campbell, a well known Brooklands driver, and the view of it is taken from a bedroom window in his house at Kingston Hill.

THE WASH.

It is usual to see advocated the erection of a covered wash, this consisting of a glass roof supported by a couple of pillars immediately in front of the garage door, or doors; but I must confess that a wash of this kind does not intrigue me greatly. If the cover or the roof is intended to enable the owner to work in wet weather, it is surely useless because, with three sides exposed to the atmosphere, it is very seldom that rain will fail to find its way inside. A wash such as that of Captain Campbell's at Cranbury, Kingston Hill, is the true ideal. It is open at one end only and one really can work in it in wet weather without getting soaked. Where such an arrangement as shown in the illustration is not conveniently possible, and I hardly think it is worth while to build three sides for the sake of a wash alone, the open wash suffers but little in comparison with that of the ordinary type with only a covering roof.



THE HASKINS ROLLER-BLIND DOOR—PERHAPS THE IDEAL FOR GARAGES.

It should be rectangular in shape with its floor sloping in four quarters to the centre, in which is placed the drain. The ideal position for the water tap is at a level of 6ft. or 7ft. above the ground, or, rather, this is the ideal position for the hose attachment. The tap itself may well be lower down the permanent water pipe, so that it may be readily accessible.

By way of digression, mention of a three-sided wash reminds me that its glass roof, which is practically a necessity, ensures for this portion of the garage better lighting than is usually available in the garage itself. A glass roof for a garage is not to be recommended, because it acts as a heat trap in summer and if work inside be necessary it is almost impossible to do it. At the same time, when a garage for more than one car is being built, it is practically impossible to so arrange the windows that all cars shall receive sufficient illumination for them to be adjusted and tuned by daylight. For the one-car garage, it is, of course, worth while having generous windows in all three sides but even here some artificial lighting is advisable.

ARTIFICIAL LIGHTING.

The lighting for the garage should consist of an electric pendant hanging over the approximate position of the steering wheel of each car when the car is standing in its normal place. Besides this, there should be placed in the wall opposite each car a plug for the lead of an inspection light—this is much better than having a couple of plugs at each end of the garage so that the lamps have to have very long wires, for long wires are always in the way, are very easily broken and the lamps attached to them may be broken also. When there is an inspection plug in the wall at the front of each car 20ft. of wire is a generous allowance.

Although it is not directly connected with the subject of the actual lay-out of the garage itself, a word may, perhaps, be devoted to the relation of the garage to the dwelling house. It is very nice if one can walk from one's house to one's garage without going outside. If there is a half-mile walk, as I have seen in more than one instance, or if a main road has to be crossed, one is only a little better off than if relying on the public garage. Nevertheless, some distance separating house and garage may have distinct advantages if paid drivers are employed and housed on

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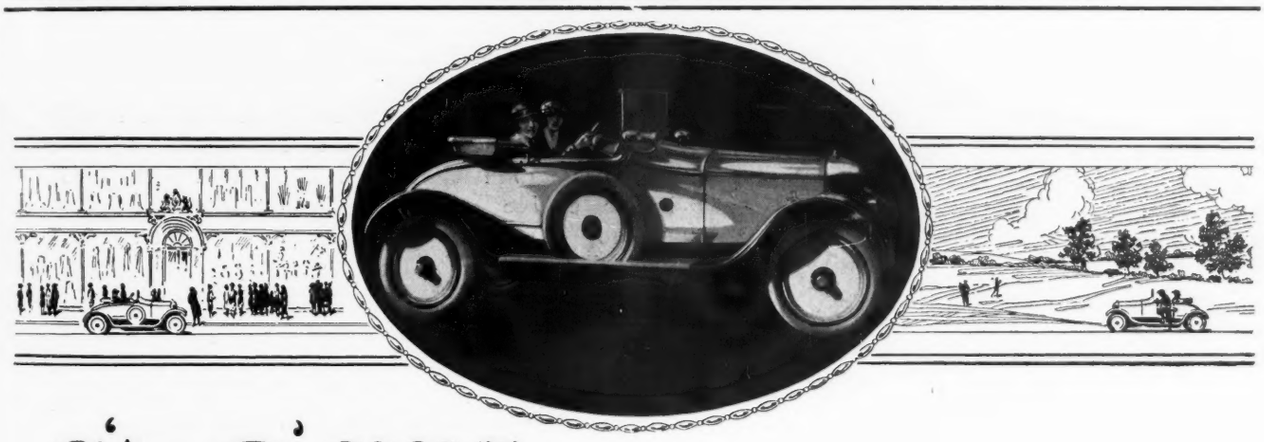
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the premises, for presumably one will not want them near at hand when they are not actually required. In this case, the house inter-communication telephone is practically a necessity, going through the exchange in the house to the men's quarters and also to the workshop. Nothing is more annoying than to ring up for a driver in his house and to be told ten minutes or a quarter of an hour afterwards that he could not be secured earlier because he was busy in the workshop, or on one of the cars.

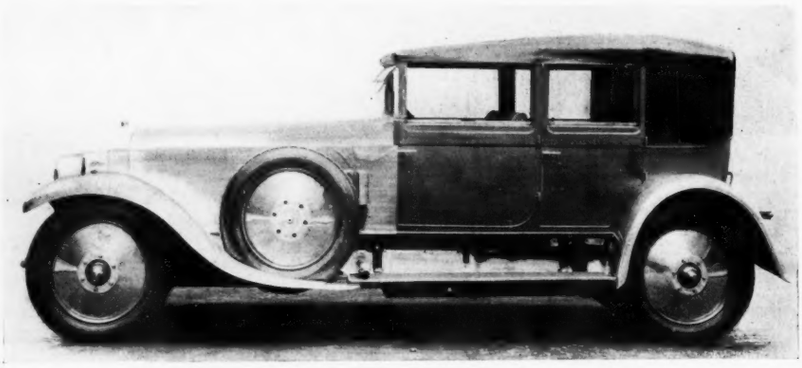
THE WORKSHOP.

The workshop and its position may almost be regarded as a matter of internal equipment, but as this note is intended primarily to embody hints to be considered in the building of a garage, it may be expedient to say here a word on the position of the workship. In the case of a one-car garage, a bench at the end of the room itself should be adequate, but where several cars are kept, or where the owner intends to have practically all repairs done on his premises, a separate room for the workshop is almost necessary. In Captain Campbell's garage it opens off the main building and consists of a room approximately 12ft. square, in which as a detail of the building, as distinct from that of interior equipment, may be mentioned the provision of a hand-basin with hot and cold water laid on. In Mr. Rapson's garage at Ottershaw Park the workshop constitutes a separate room in the corner of the quadrangle, but its equipment is not so complete as it would otherwise be as the power house, in which is accommodated electric lighting plant for the house, also embodies a workshop and there is no need for its duplication. It is, however, in the majority of cases far better if all tools likely to be required in the maintenance of the car be housed somewhere near it and so in the ordinary way a workshop really opening off the garage proper may be regarded as the ideal arrangement. W. H. J.

The Tyranny of the Level Crossing.

HAVE we not yet reached that stage of social and highway development when serious attention should be devoted to the nuisance of the level crossing? When railways were new features of the countryside the traffic on all but our most important main roads was, compared to that of to-day, almost negligible, and with the increase in the number of railways and the disappearance of the antagonism with which they were regarded the objection to the level crossing became less and less pressing. It is no serious inconvenience for the cart carrying a load of agricultural produce from one farm to another or even to market town to have to wait a few minutes at the closed gates until a train has passed through. When the speed of a vehicle is less than human walking pace, or exceeds it by very little, a few minutes more or less on a journey are immaterial and, moreover, the journey itself is seldom of such length that on the average more than one level crossing is likely to be encountered.

By this year of grace, 1922, conditions have changed enormously, and the railway level crossing affords a serious obstacle, along all but our chief main roads, to rapid progress often prompted by motives of the most urgent business. Highway traffic is no longer traffic limited to the pleasure seeker or to the farmer who has never regarded speedy transport as a necessity to his business. It consists in the main, at least during ordinary week-days, of the public using the mechanically propelled vehicle for the urgent conveyance of themselves or their goods. To such travellers the level crossing can be, and often is, something much more serious than a petty annoyance, and surely railway



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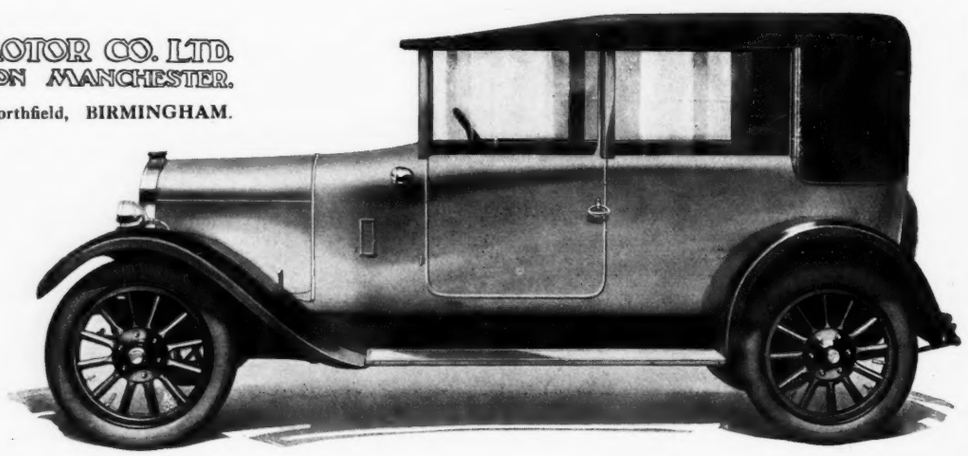
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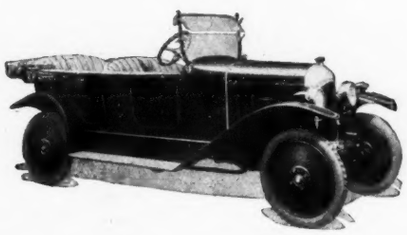
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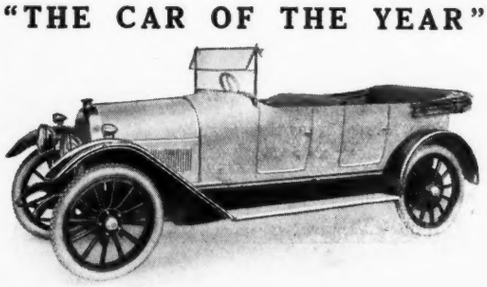
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companies who at present obstruct traffic important both in quantity and in urgency through their failure to provide a bridge over the permanent way should be called upon to make good the deficiency.

Quite apart from this consideration the level crossing is a real source of danger. Many a fatal accident has been caused by the driver of a car mistaking the dull single red light that usually announces the presence of closed level crossing gates at night-time for the light of a slow-moving or even a stationary vehicle. To some extent such an accident, caused by a driver attempting to pass the light by going round it, proves the inadequacy of his own illumination, but even so the danger should not exist. Level crossings afford two other kinds of danger—one is that they are frequently but ill-kept and may easily cause breakage of a spring or other important part of a chassis, the other is that they are sometimes so placed that their presence is not realised until one is on top of them, and the warning sign of their presence is not absolutely universal. Motorists who have journeyed from Banbury to Oxford will remember with mixed feelings the level crossing about three miles from the latter town. It occurs in a bend in the road, and when the gates are open the driver is given the impression that they are closed, for he cannot see them until he is within 50yds. or so of them, and many an unpleasant and unwelcome heart thump has been caused by their position.

The Ministry of Transport or the suggested Ministry of Communications should for once manifest a genuine and useful interest in the national welfare by requiring that all level crossings on roads that carry a large amount of through traffic should be replaced by bridges. The position would not be so bad as it actually is if the crossings were maintained and conducted with more care and consideration than is usual. Unfortunately, the railway-man in charge of them seems to regard all road users as unjustifiable trespassers on his sphere, and too frequently holds up a long string of traffic for five or ten minutes before his immediate charge—the train—has passed. Until level crossings are all abolished there ought to be a strictly enforced legal requirement that road traffic should not be held up any longer than is necessary while waiting for the passage of a train.

More About the Abolition of the Speed Limit.

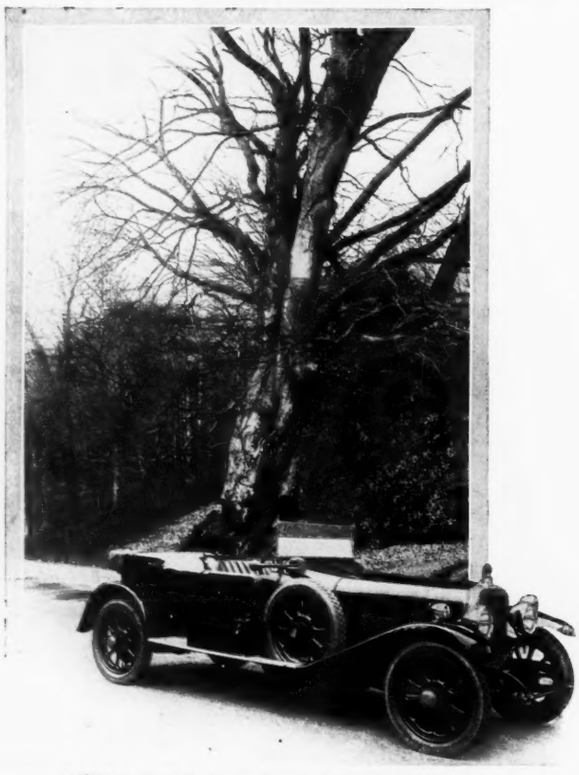
APPARENTLY the recent findings of the Committee that has been investigating the whole question of motoring legislation are not entirely unanimous. It will be remembered that the majority recommended that the speed limit should be abolished entirely and be replaced solely by a dangerous driving clause; but the Metropolitan Police are opposed to abolition of the speed limit, and, giving our own opinion for what it is worth, we are in this entirely in agreement with that estimable body. We have already stated our reasons, but as the matter is one of profound importance it may be pardonable to repeat them.

They are that while the total abolition of the speed limit is a desirable ideal, the time is not yet ripe for its materialisation. Such time will arrive when two things have happened—first, a total removal of existing police and magisterial prejudice in all parts of the country against the mechanically propelled road vehicle. This prejudice has, of course, enormously decreased during the past few years, but in certain areas where local governance is not so efficient as it might be there is ground for the suspicion that the motorist is looked upon as legitimate prey for making up the deficiencies in local finance. In many courts the rights and wrongs of the case appear to receive but little consideration, and police evidence is too often accepted *in toto* without judicial consideration and sifting. Until about 1914 such treatment meted out to the motorist was the rule rather than the exception; but although things have improved enormously during the last few years they are still not so far advanced that all courts of summary jurisdiction can be relied upon to bring to bear upon motoring offences the same open mind which justifies their dealing with ordinary breaches of the law.

The second requirement that we consider must materialise before the speed limit should be abolished is a drastic modification of the definition of dangerous driving and of the evidence necessary to secure a conviction under this heading in a court of law. At present a single police constable can accuse any motorist of dangerous driving and on his evidence alone a conviction may result. This position is unjust, absurd and untenable. A conviction for dangerous driving should be made to rely on more than the evidence of a single constable, except in cases where an accident is attended with fatal results. Unless there is this regrettable element of tragedy there must be more than a single witness of driving to the common danger, for otherwise, if there is none of the public about, none of the public could be endangered.

A Correction.—In our issue dated April 22nd appeared a photograph of a 30—98 h.p. Vauxhall car with an amateur-built "sporting" body. It was stated in the accompanying paragraph that the car was the property of Captain Wilmot of Horspath, Oxon, but the owner's name should have read Captain Fowler, the address being as given.

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A 21/60 h.p. 6-cyl. Sunbeam Touring Car in Ashdown Forest.

THE
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six cylinder
Model has been widely spoken of by Press and Public as
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SIMPLY WONDERFUL.—*"You certainly have a lovely car in that 24h.p. model, and our Dartmouth trip was an eye-opener to me. Its performance on top gear from 4 to 70 miles an hour was simply wonderful, and should be good enough to satisfy even the most exacting connoisseur of high-class motoring."* R. H. 16.3.22.

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Monaco Motor Boat Meeting, 1922.

FOUR FIRSTS

(including the Coupe de Monaco and Prix de la Mediterranee).

THREE SECONDS

Brooklands Easter Meeting, 1922.

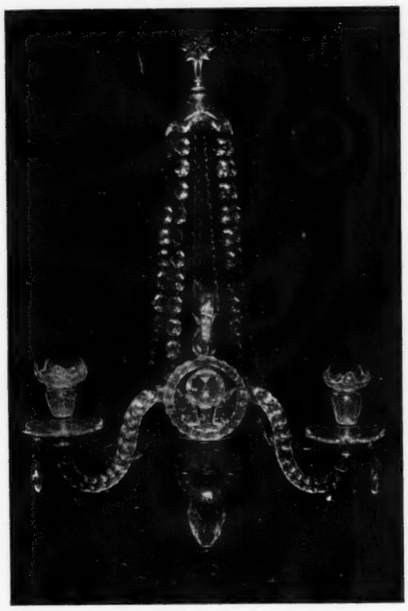
Lightning Short handicap, 12-cylinder Sunbeam first (driven by J. Chassagne)

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THE MEANING OF MOTOR RACING AND RELIABILITY TRIALS

PRACTICALLY every motorist is aware that all through the year various sporting events are held and supported by a certain section of the motoring world. But a large number of private motorists—indeed, probably the majority—take but little interest in such events and are entirely unaware of the benefits that accrue to them directly through the strenuous efforts of men in whose doings they have but little concern and of whom they seldom think, except as wild and mysterious enthusiasts. But it is to the reliability trial that the modern motor car owes, more than to any other single thing, its high stage of development. Racing has also played its part—and a very important part it is—and, somewhat strangely in the ideas of the man who does not follow its progress, racing exercises an enormous influence on the development of the ordinary private touring car. This, in spite of the fact that the car which races at Brooklands and a car of the same make which is sold to the private owner are two entirely different vehicles, both in design and construction.

Motor racing, as a sport, is highly popular among a comparatively limited section of motorists, this limitation being due to several very easily understood circumstances. The first is that already given, that the private motorist does not realise how he benefits from the achievements at Brooklands, in the Isle of Man T.T. races, in the Grand Prix of France and in the Indianapolis events in America. Both in France and in America motor race meetings are attended by crowds even larger than is the average horse race meeting in England. In America this is easily understandable, where such a large proportion of the population owns motor cars. In France, where the proportion is even smaller than that in England, the extraordinary interest is somewhat strange, and it may be traced to a natural French mechanical genius and to the French interest in things mechanical, comparable to that of the average Englishman in animals. In England we have only one motor race track—that at Brooklands, Weybridge, Surrey—and, obviously, it is not reasonably possible for motorists living several hundred miles away to undertake a journey to Surrey to witness what it must be admitted is a somewhat disappointing spectacle. Contrary to the popular idea, there is little or nothing spectacular about motor racing. The very speed of the vehicles necessitates that the track shall be large and denies to spectators the ability of watching at close quarters the cars when travelling at their highest speeds. It requires quite an experienced eye before an observer on the grand stand at Brooklands Track can judge whether a car passing down the "railway straight" is travelling at one or two miles a minute.

Moreover, the Brooklands authorities themselves have, until recently, apparently been obsessed by a determination to drive away as large a section of the public as possible. Their events have been advertised by placards in most out-of-the-way villages on comparatively deserted country roads, and the conveniences for spectators at the track itself have been of a very scanty order; the catering, especially, has been most unsatisfactory. This year many of these regrettable circumstances have been altered and the track authorities are showing themselves fully alive to the necessity of encouraging public support for their meetings. The catering is now on a much better footing than it has ever been, the facilities for entering and leaving the track are improved and a better placed grand stand is in course of erection and, finally, the track, or rather the members' enclosure at the top of the test hill, has been thrown open every Sunday free of charge to all motorists. To anyone who does not know Brooklands and is on the look out for a convenient Sunday afternoon's run, the top of Brooklands test hill with its refreshment rooms and orchestra and its magnificent view over the greater portion of Surrey, the aerodrome and the track in the fore-ground, the Hog's Back and the heights of Hindhead in the distance, should prove quite attractive; while there is always a strong probability that some "fast" car will be travelling round the track and they will be in an excellent position to see it from the members' bridge. All this, however, is more or less by the way. What I want to show is how racing and the experiments that are necessary for successful performance on the track concern the private owner.

INCREASING EFFICIENCY.

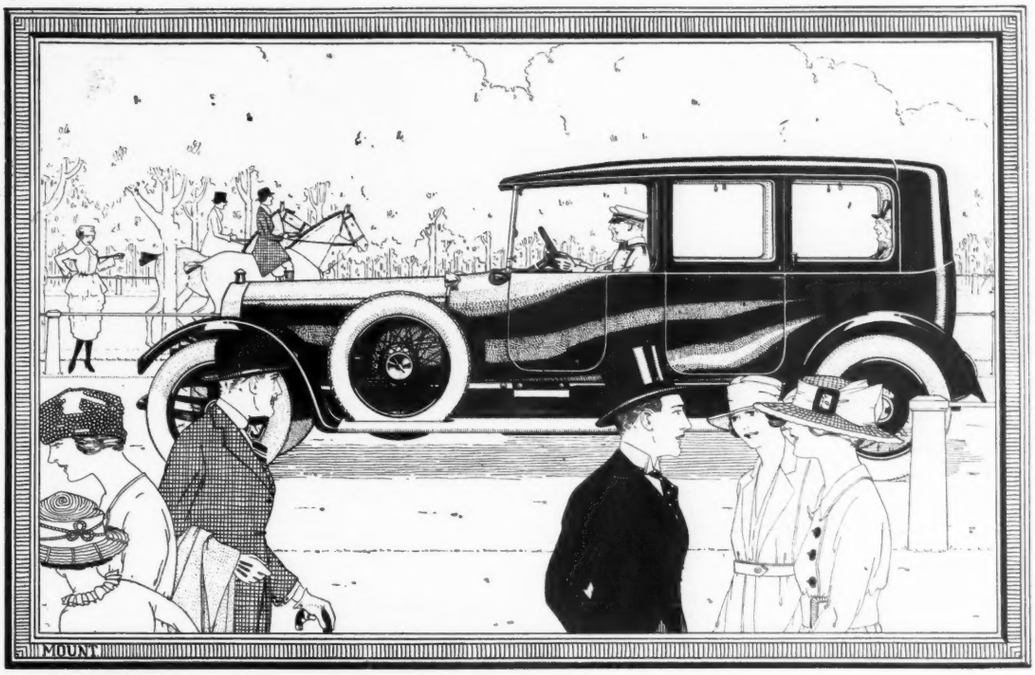
In the first place, the keynote of modern automobile racing is the searching for and obtaining an increased engine efficiency. Engines are continually decreasing in size without any loss in performance, and the cars which are to-day putting up world's records for a certain class (Brooklands classes are regulated in the main by engine size) are consistently smaller than those that put up lower records a few years ago in considerably higher classes. Only this year a 1,500 cc. A.C. car, that is to say, a light car within the official definition of the term, has achieved the remarkable speed of 100 m.p.h. A few years ago 100 m.p.h. was a wonderfully high speed for a car of any size. Another interesting example is the Wolseley Ten, which has just secured the double twelve hours' record, *i.e.*, a twenty-four hours' record run in two shifts of twelve hours each, the car being locked away during the interval. On the first day it averaged some 70 m.p.h. for the twelve hours, while its average speed for twenty-four hours' running was 61.06 m.p.h.

THE STRESS OF RACING.

There are one or two things in connection with Brooklands performances and records that are apt to be overlooked. The first is that while it is comparatively easy to get a high power output from an engine of given size, it is a very different thing to secure that power output in such a way that the engine shall remain durable and reliable. An engine that in ordinary use will last for years without any trouble whatever, may easily be on the point of collapse after half an hour's running at a



Reliability trials owe a great part of their value to the exacting nature of the country over which they are held. These two views are typical of the whole of the "going" in the recent Scottish Six Days' Trial. Both these photographs were taken from a competing car.



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Acknowledged to be the supreme achievement of modern automobile engineering.

It is in no sense a Car for the mass of the motoring public, but is designed for the motorist of exclusive taste, to whom artistic conception and inherent good quality is of much more account than price. Mechanically it is as near perfection as it is humanly possible to make it, and its service is long and dependable.

A trial run will convince you that there is nothing quite like the Lanchester 'Forty.' Will you make an appointment?

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Coming up a test hill on the north side of Loch Ness—an Ariel motor-cycle and a G.W.K. light car.



Occasional stretches of main road are soon forsaken for hilly by-lanes. Two G.W.K. cars are about to follow the motor-cyclist up an "observed hill."

high speed on Brooklands Track. The only way to discover points that are likely to give trouble is by putting the car to the actual test, and when these points have revealed themselves, it is up to the designer to rectify them. Thus, by half an hour's or an hour's experimenting on Brooklands he has indicated to him a line of further progress which otherwise would have taken several months, or even years, to discover.

The same applies to the chassis. It is a great and widely spread fallacy that the surface of Brooklands Track resembles that of a billiard table. Actually it is much rougher than that of many of our main roads and, over its rough surface, cars are expected to hurl themselves at speeds which would never be possible on the road. Thus, the exacting demands made by Brooklands Track on the engine are actually exceeded by those made on the chassis. The stresses imposed on the suspension system, including not merely the springs themselves, but the wheels, tyres and all minor fittings and on the steering, are more or less obvious. Actually those stresses are followed through the whole chassis, and a maker who is continually racing or going in for records at Brooklands and who uses his experience intelligently may be relied upon to acquire more knowledge in six months than his rival who eschews Brooklands may, with difficulty, gather together in several years.



A "check"—where competitors have to sign a record every 25 miles or so as proof that they are not behind time. This one is situated at the top of Inverfarigaig, a severe test hill on the south shore of Loch Ness.

RACING AND STANDARD CARS.

It may be, and in fact it generally is so, that the car which races at Brooklands but slightly resembles that sold to the public. Nevertheless, it is very seldom that a manufacturer who races at Brooklands fails to embody his experiences, at least in a modified form, in his standard touring production. At most meetings organised by the Brooklands Automobile Racing Club a few freak cars make their appearance. These, nowadays, take the form of a chassis fitted with monster aero engines, one well known car having an engine of no less than 450 h.p. Speaking quite personally, I must confess that I see but little practical value in the performance of a car like this, unless it be that the enormous stresses set up in the chassis by such a tremendous power unit can be utilised when the size or the output of the engine is reduced to one-tenth, which I rather doubt. Nevertheless, these monster cars provide some amusement, interest and occasional excitement, and so from a spectacular point of view alone their presence may be tolerated.

The real value of motor racing lies in the way in which it is bringing about an enormous increase in the power output of engines of given size. Captain Nash's two-cylinder air-cooled G.N. has achieved speeds and has stood up under those speeds in a way that, three or four years ago, would have been regarded as impossible for any car of less than three or four times the G.N. horse-power. Such magnificent touring cars as the 30–98 h.p. Vauxhall, the three-litre Bentley, the Talbots and even the new model Sunbeams may be regarded as offering to the public the benefit of expensive and extensive experience acquired by their manufacturers on Brooklands, in the Isle of Man and on various foreign race grounds.

THE RELIABILITY TRIAL.

Although working by entirely different methods, the reliability trial has the same ultimate object as racing—the improvement of the breed. The first great event of this nature was the thousand miles' trial organised by the R.A.C. in 1900. Every year the Auto-cycle Union organises a six days' motor cycle reliability trial; the Royal Scottish Automobile Club is reviving this year a six days' trial for light cars, this event having been in suspense since before the war; the Edinburgh and District Motor Club has just concluded its annual Six Days' Trial for motor cycles and light cars. The Motor Cycling Club holds three great runs every year—the London to Lands End at Easter, the London to Edinburgh at Whitsuntide, and the London to Exeter on Boxing Day, each being a twenty-four hours' run, and other clubs all over the country have their events which are held regularly and which are generally very well supported.

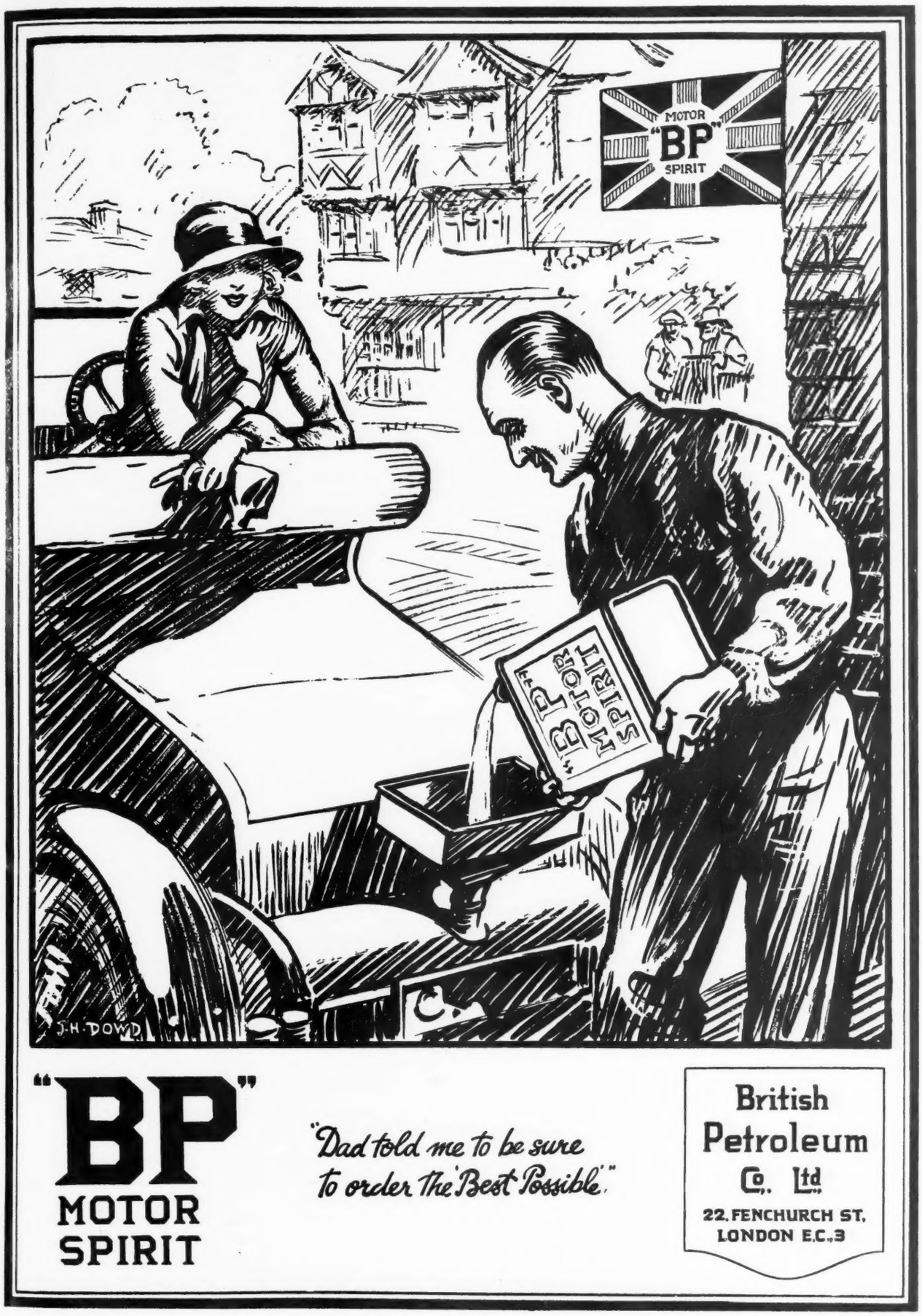
In view of the fact that all these events have as one of their primary conditions that the speed of the entrants shall not exceed 20 m.p.h., there is reasonable cause to wonder as to wherein lies their value. The answer is to be found in the exacting nature of the roads over which the trials are held and in the exacting regulations which govern them. An average speed of 20 m.p.h. over ordinary main roads is child's play to the modern motor car, but let the ordinary driver with an ordinary car attempt to maintain the same average over the rough tracks of the Highlands, or through the narrow lanes and precipitous hills of Devon, and he will soon realise that both he and his car are in need of improvement before they can claim the achievement as one easy of accomplishment.

In the recent Scottish Six Days' Trial competitors have had to maintain their 20 m.p.h. average over the worst hills and over the roughest tracks that the Highlands could offer, and that 50 per cent. of the total entrants succeeded in doing so without failure on a single hill and without losing a single minute of time proves not that the course was easy or that it served no useful purpose, but that the machines entered have attained a very high stage of reliability and general development. In these trials a competitor is penalised just as severely for being early as for being late and driver and car must both be tuned to the very highest pitch before their chances of a gold medal are worth consideration. The G.W.K. car that carried me through this last Scottish Six Days' obtained its gold medal in spite of broiling sun and following winds, snow, sleet and miles of roads several inches deep in liquid mud, or alternatively strewn with boulders.

Some of the cars had to retire, and the designers of those cars have had indicated to them in no mistakable manner the weak points of their design, which they are by now busily engaged in rectifying. The private owner who buys one of these cars in the future will receive the benefit of the makers' experience in a week's run which, by its exacting conditions, detected more faults than the average tourist would detect in a couple of years' fairly strenuous service.

THE DOUBLE VALUE OF TRIALS.

Quite rightly, these trials have their publicity value to the manufacturers of the entered successful cars, but if properly regarded, this is their smallest value. Their real object is to detect weaknesses which the manufacturer cannot detect for himself, and to give every manufacturer the chance of seeing his goods performing in competition with others of approximately the same class. It is this competitive element combined with the severity of the chosen routes that makes reliability trials valuable things for the private owner, even



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SPIRIT

"Dad told me to be sure to order the 'Best Possible'."

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although he follows their progress with but little interest.

Frequently, it is objected by the private owner that these trials, and especially races, have no value for him because the entered cars are not exactly the same as those supplied to him as a standard production by the manufacturer. Superficially this point is sound enough, but it is, I think, somewhat exaggerated. What the critic appears to overlook is that a trial or a race is an experiment. The manufacturer enters his article to find out its weak points, or, at any rate, he finds out its weak points in entering whether this was his primary object or not. It is up to him to utilise his experience as soon as possible in his production models, and very seldom indeed is it that the conscientious manufacturer fails to do so. Therefore, if a certain car that obtained a gold medal in this year's Scottish Six Days' Trial is not precisely the same as that which the private purchaser bought from the maker immediately before or just after the trial, it does not follow, nor can it be suggested, that the manufacturer has entered a non-standard product, for he has the whole of the future in which to embody the lessons of the trial in his forthcoming models.

After all, the development of the automobile, like every other true and sound development, is a matter of evolution. The value of racing and trials is that they indicate short paths to the summit of the desired development, without involving what may be described as regrettable short cuts. A reliability trial is not a short cut; it is an experiment by which the progress of several years' gradual and normal evolution are compressed, in the case of trials, into a day or a few days, in the case of races, into a few hours or even minutes. Every detail from the engine lubrication system to the efficacy of the radiator, from the road worthiness of the suspension and steering to the security of the smallest nut and bolt on the chassis, is subjected to a searching test under the observation of independent and highly skilled observers. Their report is announced to the public, and their suggestions to the manufacturer are thus automatically strengthened by the force of public opinion, for the discriminating purchasing public may be relied upon to fight shy of a car which a capable critic has certified to be weak in any vital part. W. H. J.

A Tragic Coincidence.

THIS year's Scottish Six Days' Trial, organised by the Edinburgh Motor Club, was one of the most strenuous ever held, both as regards the severity of the hills to be encountered and the weather conditions obtaining.

But luck plays an important part in all such events, and surely none harder has ever fallen to man or woman than that which was experienced by Mr. Jackson, driving a G.W.K. light car, and Mrs. Hardee, driving a Matchless motor cycle and side-car. Each of these competitors had gone through without the loss of a single mark until nothing but a comparatively easy run home remained for them to do. After stopping their engines they found restarting impossible on account of magneto trouble, but after Mr. Jackson had wasted about six minutes and Mrs. Hardee some sixteen, each engine started up apparently as though nothing had been wrong. Both the competitors finished the run and climbed the remaining test hills—nothing in point of severity to the earlier ones—without difficulty, but the loss of one minute against schedule time meant that the coveted gold medal was lost. Mr. Jackson's misfortune happened on the last morning but one, Mrs. Hardee's within ten minutes of the end of the event when she had only one short though steep hill to climb—which she finally accomplished with ease—and only about one mile to go. Can anything more disappointing and more deserving of sympathy be conceived?

Another unfortunate experience befell Mrs. Jansen driving a Ner-a-car. This clever lady driver had taken her machine, with its diminutive 2¼ h.p. two-stroke engine, through the whole trial until the luncheon stop on the last day, when magneto trouble caused her to retire also. The last morning was easily the worst of the trial, for the route was one of the most severe encountered—the wind maintained a hurricane severity without an interval and the cold, biting rain came down in torrents.

THE TOURIST TROPHY RACE.

FOR the first time since the war the International R.A.C. Tourist Trophy Race is being held in the Isle of Man this year on Thursday, June 22nd, the course being the same as that used for the Motor-cycle T.T. races—37¾ miles in length. The car race is being run in two classes, one, 250 miles in distance, for cars of which the engines do not exceed 1,500c.c., the other, 300 miles in distance, for larger cars. Practising over the course will take place from 4.30 a.m. to 7.30 a.m on each of the fourteen weekdays prior to the race.

THE BRITISH ENSIGN CAR.

A VERY interesting development in connection with this *de luxe* motor vehicle is announced, namely, that the car will in future be made with the Crown Magnetic transmission, Mr. J. L. Crown having joined Messrs. British Ensign Motors, Limited. The features of this unique transmission system were described in these pages some time ago, and now that it is available in conjunction with an all-British super-car, its popularity should be considerably increased.

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Daimler BY APPOINTMENT B.S.A.

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BRITISH MODEL-DE-LUXE ALL-WEATHER TOURING CAR 395 guineas

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30 miles to the gallon of petrol.
1,000 miles to the gallon of oil.
8,000 to 10,000 miles per set of tyres.

1922 OVERLAND MODELS

	Gns.
British Model Touring Car	395
British Model Two-seater with double dickey	380
Three-quarter Landaulette	£595
Standard Model Touring Car	£325
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ALL PRICES EX WORKS

The Overland British Model-de-Luxe Touring Car, with hood and side curtains up, makes an ideal all-weather car—comfortable as any closed car—but without its weight.

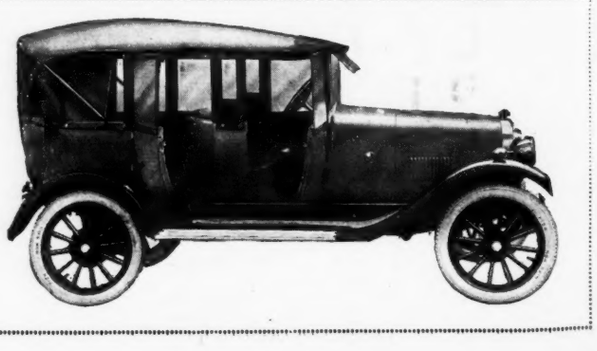
At its price, 395 gns., completely equipped and fitted with the famous Fisk Tyres, it is the finest car value obtainable.

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Write for descriptive literature, and name of nearest agent.

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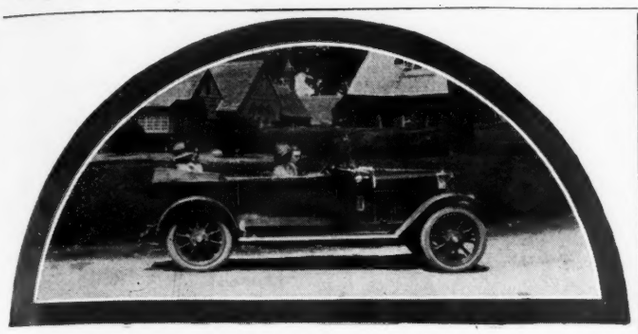
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Their internal lubricating channels feed the grease between the laminations, allowing the leaves to slide one on the other easily, and without friction. All mud and wet is kept out, corrosion and rust are prevented, and the springs provided with the means of retaining the suppleness and freedom of movement so essential to riding comfort and the elimination of inflated repair bills.

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The 19.6 h.p. Crossley can be driven on top gear at five miles per hour and rapidly accelerated to sixty. Fuel consumption results are better than those of any other car of similar capacity.

Every part is readily accessible, and altogether the 19.6 h.p. Crossley is a car which can be driven and looked after with a minimum of trouble and expense.

Five-seated Touring Model, £895

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4. Mr. J. OWEN:

. . . The other day I was invited to witness some laboratory tests of different fuels carried out for the "Shell" Company by a new process which cost many thousands of pounds to erect, and which leaves no possible margin of error in determining the amount of work done by each fuel. ***In every case "Shell" motor spirit went further than the others,*** and it is satisfactory to know that this plant is now being worked continuously to ensure, in so far as this company is concerned, that the public shall have the best petrol available at the ruling prices.—*The Referee.*

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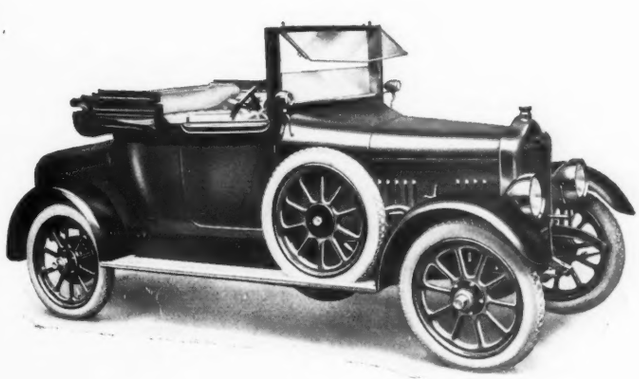
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Roomy two-three seater body with double dickey seat in the boot. Finished in Royal Blue and picked out in black. The upholstery is in grey Bedford Cord. All fittings nickelled. Its equipment is complete, comprising dynamo lighting set and electric starter, clock, speedometer, horn, mat, spare wheel with grooved tyre, complete tool kit, pump, oil can and special ratchet jack, and hand brace for wheel nuts.



Price £595

representing the best value in its class.

All CALCOTT Cars are fitted with Dunlop Tyres

Illustrated particulars from

CALCOTT BROS., LTD., COVENTRY

Established 1885.

A Car of Quality

to be discontinued was due to a misunderstanding. It was announced that British Ensign Motors, Limited, had sold their works in Hawthorne Road, Willesden Green, but it was not made clear in the information that was sent to us that these works were simply a new building that had been erected by Messrs. British Ensign Motors, Limited, but had never been occupied by them. The old works, also situated in Hawthorne Road, are still in use by the original owners.

A Royal Meeting at Brooklands.

THE Essex Motor Club Meeting at Brooklands on Saturday, May 20th, marks the beginning of a new period in Brooklands history, for it has been promised Royal patronage. H.R.H. the Duke of York is attending during the meeting, which will comprise six racing car events and three motor cycle racing events, in two of which latter His Royal Highness has entered a machine. The proceeds of the meeting are to be given to the Middlesex Hospital and the Industrial Welfare Society. The Essex Motor Club events at Brooklands are always excellently organised and well supported affairs, and as all the best drivers and cars will be performing at the Royal meeting, the event should be even more successful than its predecessors. Last Saturday's meeting at Brooklands, organised by the Brooklands Automobile Racing Club, witnessed some of the most wonderful driving and perhaps the highest speed ever seen at an ordinary race meeting, for Mr. K. Lee Guiness' 450 h.p. Sunbeam won one race at 111½ m.p.h., and nearly at the end of the last race of the day, when his car must have been doing something very near to 130 m.p.h., the off side front tyre went without apparently disturbing the equanimity of this wonderful driver. Rumour says that the Royal meeting is to be made the occasion for super-tuning and wonderful speeds on the part of all entrants, and if the performances of the week before are to be excelled, that alone will make the meeting worth seeing.

FOREIGN MOTORISTS IN ENGLAND.

THE Automobile Association has prepared a booklet which will undoubtedly be very widely appreciated by foreign motorists coming to England. It is in English, French and Spanish and gives a succinct résumé of the Ministry of Transport regulations, and tells the motorist exactly what he has got to do and how he has to do it. In addition, the pamphlet gives details of the A.A. scheme of pilots for London, and this service will undoubtedly be as widely appreciated by our foreign visitors as it has been by those A.A. members who are not conversant with London traffic in its various aspects.

ROYAL AUTOMOBILE CLUB SELECTS A 19·6 H.P. CROSSLEY AS ITS OFFICIAL TRIALS CAR.

MOTORISTS will be interested to learn that the R.A.C. Technical Department has purchased a 19.6 h.p. Crossley standard five-seater touring car on which R.A.C. tests of fuels, carburettors, tyres, accessories, etc., can be carried out if entrants so desire. Doubtless the R.A.C. has been influenced in its choice by the wonderful reputation this car has gained for reliable service under the most arduous conditions. The first run which the 19.6 h.p. Crossley has undertaken is one of 5,000 miles, from which will be readily seen that its career will indeed be a strenuous one.

ROAD TOLLS.

THE Automobile Association has approached all interested highway authorities, urging that the time is opportune for joint action directed towards the abolition of road tolls. These representations have been well received. The financial difficulties involved are considerable, and they are increasing each year, therefore it is felt that, in the interests of economy, the sooner they are faced the better.

The A.A. holds that payment of toll-charges conflicts with the accepted policy that the "special" tax on motor vehicles—at present iniquitous, because it is not proportionate to use—gives the right to free passage on the roads.

AIR SERVICE PROGRESS.

THIS month has seen a further advance in civil aviation. For the first time the Channel has been crossed four times within twenty-four hours, by the same machine, engine, and pilot. For the first time a passenger carrying aeroplane has run over 1,000 miles in under nine hours.

The Daimler Hire, Limited, who exclusively employ on their Service Napier engined D.H. 34 machines, last Monday week commenced a service, where the journey to and from Paris will be made twice in one day by each machine.

The machine left Croydon at 6.58 a.m. and arrived back at 11.52 a.m. It left again on its second journey at 12.46 a.m. and arrived back on completion of its day's work at 5.31 p.m.

Once again has Britain demonstrated to the world the superiority of her pilots, machines, engines, and organisation. Further the inauguration of this increased service places civil aviation on a sounder commercial basis.

ITEM.

Charron-Laycock Price Reductions.—We are informed that Charron-Laycock chassis and complete car prices have been reduced by £50—*i.e.*, the chassis to £425, the two-seater to £525, and the coupé to £625. These reductions are accompanied by additions to the standard equipment of the car and an improvement in its general finish.



10 for 10½d
20 for 1/9
50 for 4/3
100 for 8/-

Cigarette Perfection

The Tobaccos from which "Perfectos" are made are of the highest grade Virginia.

There is no better Cigarette.

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'PERFECTOS' Nº2
Virginia Cigarettes

"PERFECTOS FINOS" are a larger cigarette of the same quality

JOHN PLAYER & SONS NOTTINGHAM.

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P.962.

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SUITS FOR FIELD SPORTS

GOLFERS & ANGLERS the world over come to BURBERRYS for innovations material to success in their chosen pastime.
Pivot sleeves, expanding pleats, pocket accommodation, balance of coat to easy adjustment in action, all tend to complete the joy of skill.

BURBERRYS KNOW the value that experts place on freedom, the importance of adequate protection from wet or cold, and how essential it is to avoid overheating.

BURBERRY SUITS excel on these points, and in addition their materials are woven with a purpose. They are notably light in weight, dense in texture and remarkable for endurance under hard wear.



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FORTHCOMING SALES BY AUCTION

each Sale commencing at one o'clock precisely:



Sale June 1st.—Ivory Medallion of Sir Christopher Wren, by Denis le Marchant.

May 29th-31st. — Printed Books and a Few Manuscripts, the Property of the late JAMES MILLS, ESQ.; of the late L. F. J. C. CRAVEN, ESQ., Brockhampton Park, Glos; and a collection of **Book Plates,** the Property of J. C. GETTING, ESQ.



Sale June 1st.—Wedgwood Medallion of Admiral Duncan.

May 30th-31st. — Choice Modern Etchings and Drawings, by Alphonse Legros and other XIX Century artists, including the Property of the late ROSALIND, COUNTESS OF CARLISLE.



Sale May 30th.—Alphonse Legros, Etching: "Job."



Sale May 30th.—Muirhead Bone, Etching: "A Rainy Night in Rome"

June 1st-2nd. — Porcelain and Pottery, including an extensive collection of Martin Ware, comprising the Property of EDGAR ANDERSON, ESQ., 16, Caroline Street, Bedford Square, W.C.; **Old English Furniture, etc.,** including the Property of J. HUTCHINSON, ESQ., F.R.C.S.

On View. *Catalogues may be had.*

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new building now open on old site
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Original and Exclusive Fabrics in Special Colourings for
CURTAINS COVERINGS CARPETS
at this Season's Prices.

Samples and suggestions on application
FURNITURE. *DECORATION.*
And at 22, GARRICK STREET, W.C. 2.

By Appointment

RANSOMES'
HORSE LAWN MOWERS

"The Best in the World"

PROMPT DELIVERY

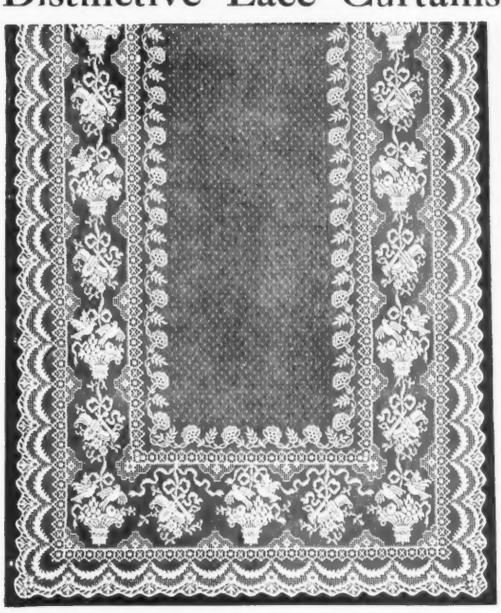


1913 Horse with Patent Chain Delivery worked from Handles.

Can be supplied without Grass Boxes if desired.

Also
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RANSOMES, SIMS & JEFFERIES, LTD.
ORWELL WORKS, IPSWICH
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Distinctive Lace Curtains

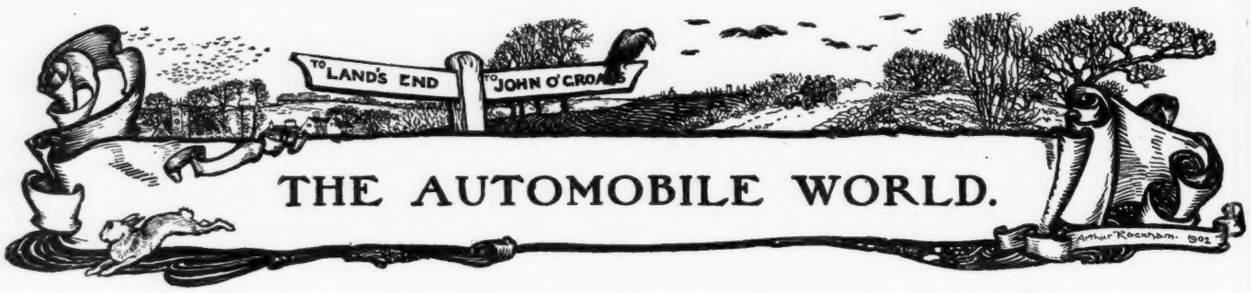


Jenner's will be pleased to forward on request their illustrated Catalogue of particularly attractive examples of Lace Curtains, representing quite exceptional value.

No. 6271.	59	inches wide,	3	yards long	- 20/6 per pair
"	59	"	3½	"	- 23/9 "
"	59	"	4	"	- 27/6 "

JENNER'S PAY CARRIAGE.

JENNER'S
PRINCES STREET EDINBURGH



THE INTERIOR OF THE GARAGE

FOLLOWING on the article in the issue dated May 13th, on the general lay-out and exterior of the garage, it seems that a few remarks on interior equipment may be useful. With the garage, as with so many other things, no line of artificial division can be strictly observed, and some details cannot be regarded as exclusively interior equipment or as solely a matter of building in the first instance. Thus, there is the vexed question of the pit, while interior artificial lighting is a matter for the builder, although it is essentially limited to interior equipment. Both these subjects were touched upon a fortnight ago and I do not think that anything really useful remains to be said on either question, unless it be that an owner might advisedly consult the manufacturer of his car for a decision as to whether a pit is likely to be a great asset or not. If the manufacturer gives an affirmative answer and if the car has not been definitely ordered or received, the prospective purchaser may well consider altering his choice. A modern car should not need a pit, and if it does, it must have so many archaic points of design that it may well be replaced by a more up-to-date model.

However, motor car owners have their own whims and fancies and some seem to like the idea of a pit; therefore, if a pit has to be built, it may as well be built properly. Its best material is a lining of concrete, cement or brick. It should be considerably longer than the car that is likely to be brought over it; it should not exceed 3ft. in width, so that it may be used for a small car if occasion arises, which it could not be if made, say, 4ft. in width. An adequate depth is 3ft., although some pits are 3ft. 6ins. deep, and I have seen one or two that must have been at least 4ft. There should be steps at one end leading down to its bottom, and the recesses to take the planks that normally cover it should be generous in their depth and breadth. The planks should be at least 2ins. thick, while there is no objection to their being 6ins. wide, though if they are only 4ins. they are more easily handled. It is most important to ensure that each plank fits across the pit securely without unnecessary end play, but not so tightly that it cannot be removed with ease. Many nasty accidents have been caused through planks that do not fit properly and which, placed carelessly, have allowed an unsuspecting person to fall down between them. If the planks fit properly they cannot be placed wrongly, and when snugly home they are quite secure. The chief difficulty in the design of a pit is to ensure that it shall not collect water, and for this reason, and on account of its bottom being generally much below the level of all other surrounding buildings, a drain in it is generally impossible. The best that one can do is to provide a water-tight bottom and have some sort of a pump with hose handy, so that if water does collect, it may be readily and rapidly removed.

VARYING TOOL REQUIREMENTS.

Advice on the necessary tools for a garage is very difficult because the requirements of car owners vary enormously. Obviously the man who is going to keep two or three cars in first rate condition for several years of their life without any recourse to an outside professional repairer needs a much more elaborate equipment than the man who simply wants to be able to do his own minor running repairs and who does not mind going to the professional repairer for any extensive job. But men belonging to the first class are quite competent to decide what tools they will require, for presumably the man who can completely overhaul a motor car has a fair working idea at least of the tools and equipment that are necessary for the work.

Such owners will be interested in the accompanying photographs of Captain Malcolm Campbell's garage, photographs that are a fund of information to all enthusiastic private owners, irrespective of the extent of their "stud" or of their love of manual labour. There is a place for everything and everything is to be found in it, in which connection it is quite worth mentioning that when the photographer called to take these photographs he took Captain Campbell by surprise and found the garage in its normal state. There was no special arrangement of tools or other equipment for the purpose of photography.

AN EXCELLENT INTERIOR LAY-OUT.

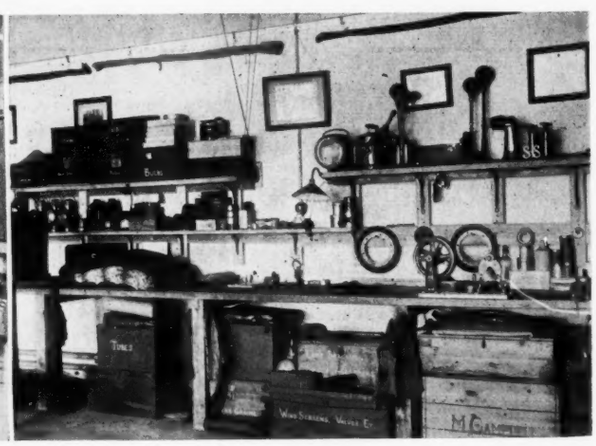
Right across one end of the garage proper is a large bench on which are stored what may be called general tools and spares, the latter predominating. Working tools are all kept in the workshop, an entirely separate room some 10ft. square, the door to which may be seen between the steering wheel of the car and the aeroplane propeller on the wall of the garage in the right-hand corner. Although it is nothing to do with my immediate topic, I feel justified in a digression to the effect that the car shown in the photograph is a ten years old Talbot which in Captain Campbell's capable hands has this year won races at Brooklands at over 90 m.p.h., in spite of its four-seater body. On the left of the photograph may be seen the pit in the floor neatly covered by its well fitting boards. Entering the workshop the view from the door of the corner diagonally opposite shows a small vice, a drill, a grindstone, that very useful but very rare luxury, a wash basin, and then come the racks of tools which are continued in the photograph taken looking towards the door from the wash basin—a better arrangement it would be impossible to conceive.

TOOLS—NECESSARY AND SUPERFLUOUS.

As regards what tools are actually necessary, I will do no more than attempt to give a rough guidance to the amateur. In Captain Campbell's garage practically every conceivable implement is to be found, although it is not without significance that there is no lathe, an absence explainable, no doubt, by the owner's access to such a machine elsewhere. The enthusiastic owner will find a lathe a great asset, providing he knows how to use it, but unless he is really capable or has someone in his employ who is a trained lathe operator, I am inclined to deprecate expenditure in this direction, because a lathe improperly used is a fiendish thing—it can



THE INTERIOR OF CAPTAIN MALCOLM CAMPBELL'S GARAGE, THE FLOOR SPACE OF WHICH IS SUFFICIENT FOR SIX LARGE CARS.



DETAILS OF THE MAIN BENCH, ON WHICH GENERAL SPARES ARE ACCOMMODATED.

ROLLS-ROYCE

The opinion of the Earl of Rocksavage

"I AM convinced that the post-war Rolls-Royce is unsurpassed for acceleration, springing, and smooth running. No car is as reliable; no car gives such silent running at speeds from 40 to 70 miles per hour; no car can stand up to bad continental roads as well as a Rolls-Royce. .... I am convinced that no other makers have succeeded in turning out a car as perfect in workmanship, durability and excellence as the Rolls-Royce."

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THE WORLD'S BEST CAR

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Telegrams:— *Rolhead, Piccy, London.*

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Arrol-Johnston

IN point of design, comfort and excellence of finish, the "Arrol-Johnston" Saloon Model is unrivalled by any car of its class.

It is luxuriously upholstered in figured silk cord cloth or leather. The driver's seat is adjustable, and the rear seats are of great depth, with high backs and arm rests. Roof lamp, ventilators in scuttle dash, and frameless windows with automatic lifters are fitted. The weight is practically the same as that of the All-Weather body and the car is very light on both tyres and petrol.

Local Trial Runs on application to:

ARROL-JOHNSTON, Ltd., DUMFRIES, N.B.



London Dealers:

Leverett, Thorp & Kearton, Ltd.,
122 New Bond Street, London, W.1.



The Saloon Model.

BRIEF SPECIFICATION.

15·9 h.p., four cylinders, 80x130 mm. (2614 c.c.) forced lubrication, (1,500 m.p.g.), disc clutch, Fellows' magneto, four speeds (right-hand gate change), unit gear box, spiral bevel back axle drive, 815 x 105 mm. Dunlop Magnum tyres on Michelin disc wheels, C.A.V. lighting and starting.

15·9 h.p. Open Touring Model - -	£650
15·9 h.p. All-Weather Model - - -	£795
15·9 h.p. Saloon Model - - - -	£850

do a tragic amount of serious damage. A grindstone is always useful, as also is a bench drill. A vice, or preferably a couple (of different sizes), is, of course, an absolute necessity.

A combination tool, much better than the ordinary, is one illustrated on this page and sold by the Cooper-Stewart Engineering Co., Limited, of Bloomsbury, W.C.2. This incorporates a strong parallel vice, an anvil and a grindstone with three different gear ratios, two sizes of drill and several other useful though minor adjuncts. I have had one in use myself for several years and have found it entirely satisfactory and extremely useful. It does not, of course, replace the lathe, but it is able to satisfy most of the ordinary requirements of the average owner and will save him on innumerable occasions from the clutches of the professional repairer.

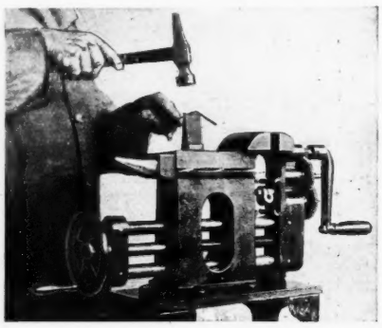
SMALL TOOLS.

For the ordinary private owner a good selection of small tools is more valuable than a few expensive fixed implements. There is no need for extravagance in the purchase of small tools, but in this, as in so many other things, it is very easy to be a penny wise and a pound foolish. Many an owner tackles a job and finds himself unable to complete it for lack of a certain tool, the cost of which has probably prevented its purchase in the first instance. As a result he goes to the public garage and has to pay for the work to be done very much more than the necessary tool would have cost. Always with the proviso that this note is intended only as a rough guidance, I venture to suggest the following list as constituting the minimum small tools that should be acquired.

Three screw drivers, one a miniature of 3ins. or so in length, a medium-sized one of 8ins. or 9ins., and a long one of 18ins. or 2ft. The two smaller ones should be of the kind in which a metal extension of the blade and stem forms the haft of the handle. Flat in itself the haft is provided with projections on to which are mounted a couple of nicely rounded pieces of wood, so that a firm and easy grip is obtainable. The screw driver of which the handle is entirely of wood, a pointed extension of the blade entering into it, is nothing better than an annoying and disappointing toy. Spanners should comprise a small Abingdon "King Dick" about 2½ins. to 3ins. in length, or a Lucas Girder of the same dimensions, one of 7ins. or 8ins., and a large "persuader" about 2ft. in length. As regards fixed spanners, a couple of B.S.A. are invaluable and indeed may well be added to the tool kit of the car of which they very seldom form a regular component. Cranked spanners ranging from ¼in. to 1in. are a necessity, and a set of box spanners covering the same range is another indispensable.

Pliers should include a pair of wire cutters, which should be really strong and up to their work, a small pair of what are sometimes described as jewellers' pincers, a pair of cone pliers (these are seldom found in the ordinary tool kit, but frequently prove of invaluable service), and a pair of "Footprint" grips which, if the owner so desires, may be replaced or supplemented by a good hefty pair of gas pliers.

Hack saws and files are useful, but dangerous instruments when in the hands of an amateur. Half a dozen specimens of the latter ranging from a tiny magneto file to a heavy rasp should be enough; a hack saw 10ins. in length and half a dozen spare blades should satisfy the average private owner. A small hand vice



THE COOPER-STEWART HANDY WORKER.

A grindstone or drill may be inserted in the continuation of the handle spindle and the anvil end of the vice is removable. In the illustration the wire cutting anvil is shown in use.

will often be found extremely useful, as also is a vice that may be clamped to any convenient projection, such, for instance, as the running board of a car. Frequently such a tool will save half an hour in a roadside repair, although it must be admitted that roadside repairs are now such rare occurrences that special provision for them is hardly necessary. Such tools may be regarded as general tools.

SPECIAL TOOLS.

Of the specialised kind, a valve lifter, if the car or cars have side by side valves, is necessary and care should be taken when choosing it that it really will fit the engine. There are all sorts and varieties of valve lifting tools in existence—too many of them are utterly useless. One of the best that I have so far encountered is, I believe, made and sold by Messrs. Terry of Redditch, and, of course, there may be others equally good. While speaking of valve tools, reference to valve grinding is suggested. This is an inevitable necessity once or twice a year with every car, and one may as well buy a tin of Rich's grinding compound at the outset—it will last for years and it may be regarded as an item in the garage equipment. A special valve grinding tool is useful, but is hardly likely to justify its existence when only one car is kept, the same applying to a special tool for truing the faces of valves that have been allowed to get into a very bad condition.

As regards odds and ends which often constitute the most valuable section of the equipment of the private owner, a few chunks of wood, varying from a lath of matchboard to a few pieces of 4ins. by 2ins., are always likely to justify their existence. An old pedal cycle or motor cycle outer cover will prove of great value to the owner who is at all careless about his tyres, for when its beads have been cut away a piece of it will constitute an excellent inside tyre gaiter.

A drum for the storage of fuel may be regarded as a useful luxury, but it is not a necessity. But the purchase of lubricating oil in five-gallon drums is a genuine economy, and trestles or a packing case should be stuck in one corner of the garage for carrying such drums. A tin of one of the branded gear greases is a proper and fitting acquisition. It is much cheaper to have a 2lb. or 7lb. tin ready to hand than to rely on occasional ½lbs. of mysterious stuff from the public garage round the corner.

Where two or three cars are to be kept and where the floor of the garage is of concrete or similar material, a jack on wheels is a good thing to possess, but when there is only one car or when the floor of the garage is of wood, the jack that constitutes part of the car tool equipment is adequate.

TYRE APPARATUS.

Reverting to the eternal tyre question for the moment and in view of the fact that pneumatic tyres still require to be blown up on occasion in spite of their increased immunity from puncture, I always consider that every well equipped garage should have some sort of power-driven tyre pump. It is, of course, possible to buy small engines or electric motors with a pumping unit attached from any of the big accessory houses, but such an implement is likely to cost far more than the owner of one or even two cars can justify by the use that he will make of it. In the prolonged absence of an engine-driven tyre pump from all-British cars except the six-cylinder Wolseley, substitutes that are excellent in every way are the two engine-operated pumps made and sold by Messrs. Fluid Pressure Pumps, Limited, of Latimer Road, London, W.

Two models of this pump are available, both being inserted in the engine in the place of a sparking plug. The Pioneer pump is a genuine pump and with it any pressure likely to be required in any pneumatic tyre may be obtained from the engine of any size or type. The Engo-Flater



A VIEW OF THE WORKSHOP TAKEN FROM THE DOOR.



A VIEW OF THE WORKSHOP TAKEN FROM THE WASH BASIN.

DUNLOP CORD TYRES

(BEADED EDGE)

NOW OBTAINABLE FROM ALL DEALERS.



A wonderful advance in tyre construction, achieving a marked reduction of internal friction—consequently *heat*—within the tyre, and thus securing:—

Longer tyre life. Uniform wear.
Reduced petrol consumption.

Its greater internal air-space results in:—

Lower maintenance costs.
More comfortable running.
Less driving strain.

Dunlop cord tyres are BRITISH and their manufacture gives employment to thousands of British workpeople.



is suitable only for light cars, with their relatively high compression engines and small tyres. I have had both these godsends in use for several years and have never known either of them to fail, and I would as soon think of undertaking an extensive run without one on my car as I would of going out without a spare wheel. W. H. J.

TAXATION REFORM.

THE hope of a serious reconsideration of the taxation system is now approaching to something like a definite promise. Mr. Neal, the Parliamentary Secretary of the Ministry of Transport, has stated both in the House of Commons and at the annual meeting of the Commercial Motor Users' Association, that the Government has decided to invite the Departmental Committee on the Taxation and Regulation of Road Vehicles to review the present system of motor vehicle taxation. Undoubtedly this announcement is a direct result of the vigorous agitations that have been conducted in all quarters against the present taxation scheme ever since its inception.

To this agitation the Government spokesman has hitherto made one stereotyped reply, namely, that the present taxation scheme was suggested and formulated by motorists themselves, and it is most illogical for them to fight against the very scheme that they themselves advocated. But, as a matter of fact, this stereotyped reply is only half the truth. Whereas the present basis of taxation was formulated by various motoring bodies with the exception of the Automobile Association, the secretary of which refused to endorse a scheme of which he could not conscientiously approve, the representatives that constituted the Committee were told, in effect, before their deliberations began that they might suggest any scheme except that which it was known most of them wanted, namely, a flat rate tax on fuel. The Government, as it were, came along and said, we want a new system of taxing motor cars. We know that you believe the taxation on fuel to be the best, but we will not have that, and it is up to you to find an alternative. With the exception of the commercial vehicle interests, the whole motoring community was opposed to any tax that was not strictly proportionate to user. That is to say, while agreeable to paying for the use of the roads and to contribute towards the maintenance of those roads, motorists wished that whatever they contributed should be in some measure proportionate to the use they made of the roads. In other words, they were swayed by the very natural desire that the goods delivered to them should bear some relation to the invoice that they had to pay.

Undoubtedly some of the objections that have been raised to this present tax have been exaggerated and have rested on a fantastic basis. One criticism is that the present taxation scheme with its quarterly licence has tended to convert the motor industry into a seasonal trade, but this objection has been met by the institution of periodic licences for any portion of the year. Nevertheless, the seasonal trade argument is still often heard. Similarly the man who piles up a considerable annual mileage (say, in excess of 7,000) generally finds himself a gainer by the present taxation as compared with the tax on fuel. The argument that the taxation exercises an artificial and cramping influence on design may be true, but it is misleading because the present system is less artificial in this respect than the one that it replaced.

WHAT IS A ROAD USER?

For ourselves we cannot get away from the belief that if any road user may be justly called upon to contribute towards the maintenance of the roads, all road users should be open to the same demand. Admittedly there is some difficulty in defining precisely just what constitutes a road user, for it has been urged with some semblance to logic that the man who lives on a certain road and causes goods to be delivered to his house by a vehicle using that road is a road user. But such a man already contributes towards the maintenance of the roads by payment of his rates and taxes, and a side issue like this seems hardly worth serious consideration. What is worth serious consideration and what is surely a most important point is that a road user presents no difficulty in popular and useful definition. He is a man who uses the roads as a pathway for any vehicle or vehicles that he owns, and we shall never be content until we see everyone using the roads in this sense, whether by means of a farm cart, a tradesman's horse-drawn delivery van, a pedal cycle, or even a saddle horse, paying something towards the maintenance of that means of communication which he uses and presumably enjoys. It is a grossly unfair principle that one section of the road-using community should pay for the maintenance of the roads for the benefit of others who derive just as much enjoyment or profit from them.

A TAX ON ALL ROAD USERS.

Of course, it is impossible to tax such vehicles as pedal cycles or those drawn by horses on a basis comparable to that at present in force or that being advocated for mechanically propelled road vehicles. One cannot say that because a cart is pulled by a single horse it is of one horse power, and the food that the

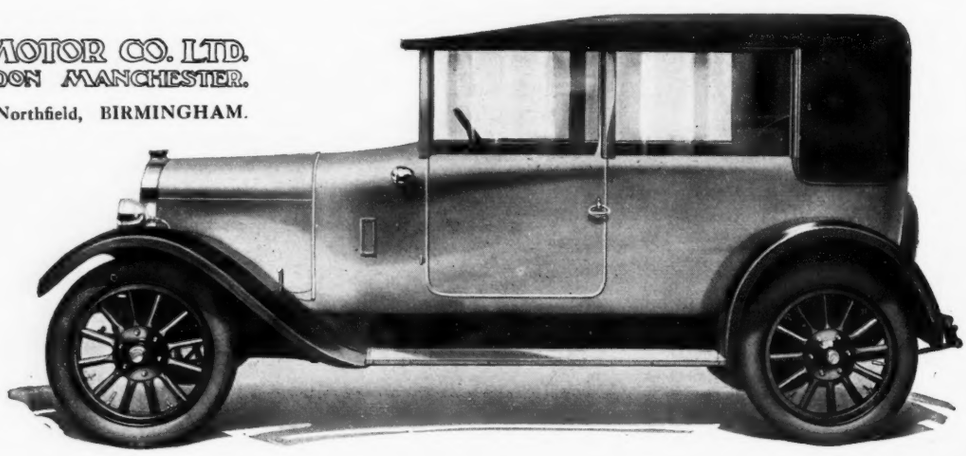
The Austin Twelve

CONSTRUCTED throughout in the Austin factory from the finest materials. Each piece of workmanship is submitted to the most rigid tests. Four-cylinder engine with five bearing crankshaft and detachable head. Four-speed gearbox and silent bevel drive. Electric lighting and starting and unusually fine equipment. *Get Catalogue 252.*

	At Works.
2-4-seater Touring	£550
4-seater Touring	£550
4-seater Coupé	£675

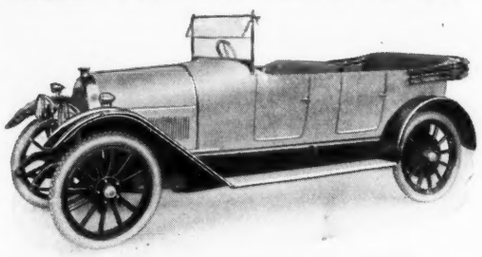
If you prefer a more powerful car write for catalogue 253, describing the full range of "Austin Twenty" Models.

THE AUSTIN MOTOR CO. LTD.
BIRMINGHAM LONDON MANCHESTER.
Head Office & Works: Northfield, BIRMINGHAM.



YOU CANNOT BUY A CAR IN A MORE CONVENIENT WAY

"THE CAR OF THE YEAR"



8 h.p., 12 h.p., 16-20 h.p. and 28-70 h.p.

TALBOT-DARRACQ
VALUE ◆ FOR ◆ MONEY
CARS

141, New Bond St., London, W. 1

Telephone : *Mayfair* 4828-9.

Telegrams : "Shomoto, Wesdo, London."

PAY 25% DOWN, and
BALANCE IN MONTHLY INSTALMENTS
2½% for 12 MONTHS
4% for 18 months. 6% for 24 months.
FINANCED ENTIRELY BY OURSELVES.

PART EXCHANGE.
We allow 75% of current List Price of approved second-hand 1921 Cars

GUARANTEED SECOND-HAND CARS IN STOCK

You can hire a car from us at 10 guineas a week and drive yourself.

Godfrey Davis Ltd
ANY MAKE OF CAR SUPPLIED

Daimler BY APPOINTMENT B.S.A.

We have available for early delivery several attractive types of open and closed Daimler Cars. These cars are incomparable for their qualities of smooth and silent running, luxurious comfort and perfect suspension. A comprehensive range of Daimler and B.S.A. models is always on view at our showrooms, at prices ranging from £340 to £2,000.

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TELEPHONE REGENT 933 — 27, PALL MALL, LONDON S.W 1 — TELEGRAMS "STRATSTONE, LONDON"

The J.P. SUPER LAWN MOWER

Tennis is here—have the Lawns ready

—trim and smooth like a billiard table. Now's the time to set the J.P. SUPER LAWNMOWER to work. Cleans up the most ragged lawns. ¶ No nuts, no tiresome stoppages for repairs—just two simple handwheels and an astonishing degree of mechanical efficiency. Study the efficiency points and send for free Booklet C.L.



Efficiency Points.
1. Lignum Vitæ Roller
2. Handwheel Adjustment
3. Detachable Rotary Cutter
4. Roller Chain in Oil Bath
5. Hand adjustment for Cutter
6. Three-part Roller

Sole Makers : J.P. Super Lawnmowers Ltd. Meynell Road, Leicester.

Ask your Ironmonger for free demonstration.

7 world's records regained for Britain

British Car—British Driver—British Lubricant

At Brooklands, on May 17, by the 350-h.p. 12-cyl. Racing SUNBEAM, driven by Mr. K. Lee Guinness :

Standing Start—		
½ Mile	76·72	m.p.h.
Kilo.	83·51	m.p.h.
Mile	96·63	m.p.h.
Flying Start—		
½ Mile	136·05	m.p.h.
Kilo.	133·75 (215·25	m.p.h. k.p.h.)
Mile	129·17	m.p.h.
2 Miles	122·11	m.p.h.

The above world's records were won on the world's best Lubricant, obtainable at all garages.

WAKEFIELD Castrol Regd. MOTOR OIL

It sells because it excels !

Write for Pocket Lubrication Index and Price List.

C. C. WAKEFIELD & CO. Ltd.
All British Firm. Specialists in Motor Lubrication,
WAKEFIELD HOUSE, CHEAPSIDE, London, E.C. 2

For the Highway, the Byway, the Airway, and the Fairway.

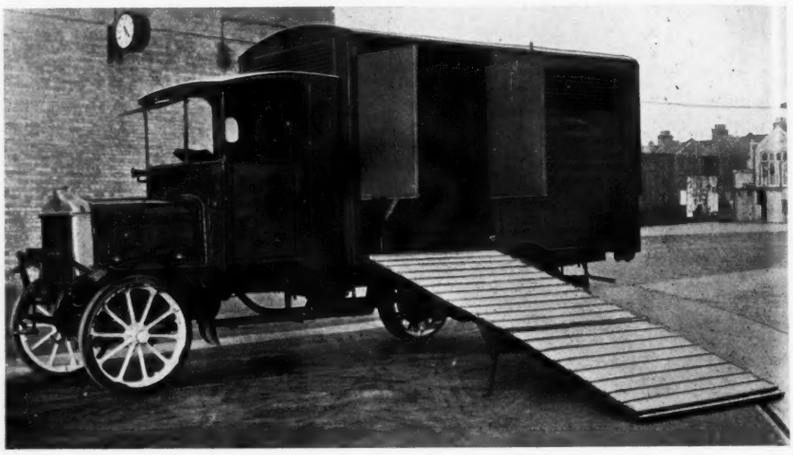
horse eats cannot be taxed like the fuel of a motor. The weight of a pedal cycle would be an entirely illogical basis, and so it seems that the only possible measure is a flat rate tax for cyclists and horse-drawn vehicles, except in so far that when the latter are used for the carriage of fare-paying passengers they may be taxed on seating capacity as is the taxicab and the motor char-à-bancs.

If a recent estimate that there are 4,000,000 cyclists in the country, which seems a very modest estimate, is correct, a tax of 5s. per machine would, after deduction of costs of collection, even by a Government that is a pastmaster of extravagant methods in administration, surely bring in a revenue of nine-tenths of a million pounds. Although we are apt to believe that the horse-drawn vehicle is decreasing in numbers at quite a rapid rate, yet recent figures prove that there are as many private horse-drawn vehicles alone as there are private motor cars in regular use. There are probably four or five times as many horse-drawn goods-carrying vehicles as there are motor lorries and vans. If the latter have to pay for the use of the roads, why should not the former? And surely they would bring in a revenue that, as well as equalising the incidence of the tax, would make all who pay it feel that they were being at least justly treated, which is far from the case at present.

A New Motor Horse-box.

WHILE the demand for motor horse-boxes must obviously be limited, vehicles specially constructed for this purpose will appeal very strongly where they appeal at all. The design of a really good motor horse-box is not a simple matter, but the Associated Equipment Company, of Walthamstow, the builders of London's motor omnibuses, appear to have made good use of their experience in the design and construction of the box that we illustrate. It provides accommodation for two animals side by side, separated by a central hinged partition. Flap hinged doors are provided at the rear for entrance, and one on each side of the body for exit, so that the animals do not have to be turned round in the box when getting out and they face forwards when the vehicle is in movement. Either horse can be led out independently through the door adjacent to its stall, and exit is further facilitated by the arrangement of the centre partition so that it can be swung round to allow clearance for the horse's hindquarters. The partition is free to move either way and is padded on each side, with resultant advantage both for bringing the horses in and for the safe conveyance of the animals, the whole of the interior being sufficiently padded. The usual mangers and water fittings are provided at the bulkhead between the horse-box proper and the driver's compartment, communicating with which are suitable hatchways and also means of access for the groom to the interior of the box from the driver's cab.

A trailer is also available, containing accommodation for two additional horses, together with hooks and lockers for harness, etc., and room for grooms and attendants; and the trailer can, if required, serve as a temporary stable where accommodation is scarce, a particular advantage in this direction being possessed in that its floor is only 20ins. above the ground. Moreover, the trailer contains seats convertible into bunks for the accommodation of the grooms. Altogether, this A.E.C. design seems a highly successful one and should make a strong appeal to any of our readers who have encountered difficulty at any time with the transport of their valuable horses.



THE A.E.C. MOTOR HORSE-BOX FOR TWO ANIMALS.

FIAT

The Car of International Reputation

CONVINCING PRESS OPINION.

"TIMES."

"WHERE the Fiat 10 h.p. differs radically from most of its rivals, and where, in my mind, it comes nearest to that elusive 'twenty for ten,' is in its four speed gear box.

"The little car is a very great pleasure to drive. The old expression, 'She steers herself,' is as nearly true in this case as it is ever likely to be.

"The whole car is well finished and nicely turned out, and for £550 I consider it excellent value."

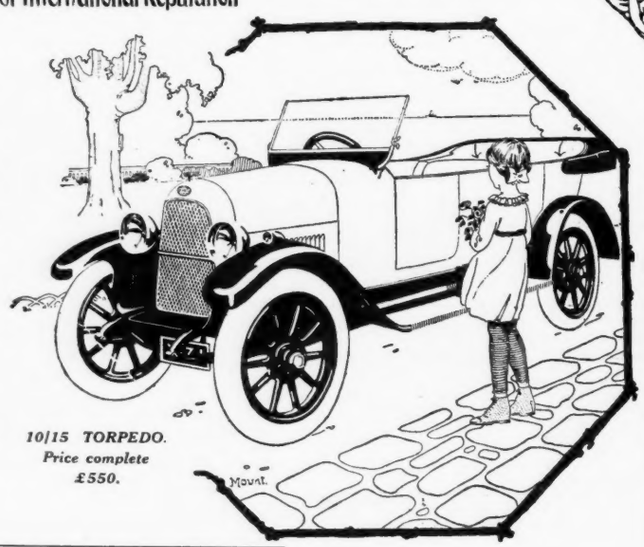
"COUNTRY LIFE."

". . . But really taking all in all, this 10–15 h.p. Fiat is a wonderful light car. It goes and it keeps on going with a reliability that is uncanny."

WARNING.

ONLY by purchasing from us or through an authorised Dealer is it possible to secure the Fiat Guarantee and efficient service system.

Name of nearest dealer upon application.



10/15 TORPEDO.
Price complete
£550.

15/20 Chassis, £550.

20/30 Chassis, £700.

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WORKS - WEMBLEY - MIDDLESEX

'Phone: Gerrard 794 (4 lines).

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FIAT

Price *or* Service?

WHEN Canada first sent Dominion Nobby Treads to this country, Nobby Treads entered the arena as highly-priced Tyres, but with a record of almost phenomenal service on the rough roads of Canada. Men who thought of price alone said that Nobby Treads would never win their way...

That was seven years ago.

Nowadays Dominion Nobby Treads are everywhere—on big and little cars alike—and are the accepted standard, among motorists who know Tyre values, for mileage and service.

There must be a reason behind the success of a Tyre which was admittedly an expensive Tyre. The reason is in the plain fact that service overshadows price—that good service paid for is better than poor service bought "cheaply" but proving costly.

Service was built into Nobby Treads. They were built not within the cramped limits of a certain selling price—but to measure up to the fullest possible conception of service translated into consistent mileage. Mileage first—then price. And mileage has never been sacrificed to price, although now, in the fall of manufacturing and distributing costs, Nobby Treads cost no more than ordinary tyres.

Look at price but consider service. The price you pay is for mileage. Nobby Treads consistently pay back more—much more—than their purchase price

Dominion Tyres are made in Canada, at Kitchener, Ontario.

United States Rubber Company Ltd.
47-48 Farringdon Street, London, E.C. 4

LIVERPOOL 41-55 Wapping.
GLASGOW 48-50 Cadogan St.
BIRMINGHAM 6 Temple Row.



Dominion Tyres are Good Tyres

An Interesting Instrument.

WE have recently been testing a motor car instrument that, although thoroughly useful, does not form a usual item of standard equipment. It is a gradient meter, or an instrument for measuring the gradient of hills and is made by Messrs. Tapley and Co. of Totton, Southampton. The gradient meter consists of a clock-like instrument, about the same size as the ordinary dashboard clock as regards its face, but some 3ins. in thickness, a fact that needs to be remembered when one is contemplating fitting it to an instrument board. Few instrument boards will offer any obstruction to the fitting of this instrument, but the possibility needs to be borne in mind. On the upper portion of the face there is an arc of figures, the centre and uppermost point being marked zero, with the word "Level" underneath. On the right are the figures 30, 15, 8, 6, 5 and 4 in red. On the opposite side there are the same figures in black. Pivoted at the centre is a finger which, when the car is on level ground, points to zero. As the car goes down hill the finger moves across the red figures; as it goes up hill it moves across the black, thus indicating the gradient of the rise or fall at any particular moment.

In practice, we found that to get the best and most accurate idea of the steepness of any gradient, it was best to bring the car to a standstill. Various considerations require that the instrument shall not be too sensitive, but even as it is, the finger often registers a rise or fall in gradient when the car is accelerated or decelerated on level ground. Thus, when going up a hill the changes in gear are apt to show a sudden change in gradient, although as soon as the speed of the car again settles to an even pace, the finger takes up a steady reading. It is a most interesting instrument to watch and the information it provides as to the steepness of gradients with which one is quite familiar is often quite surprising. By comparison on the carefully graded Brooklands Test Hill, we found that the reading of the instrument was quite accurate so long as it has been carefully adjusted on the instrument board in the first instance, a process that, while quite simple in its methods, requires a fair amount of care and is best done with the engine running.

By Air to the Alps.

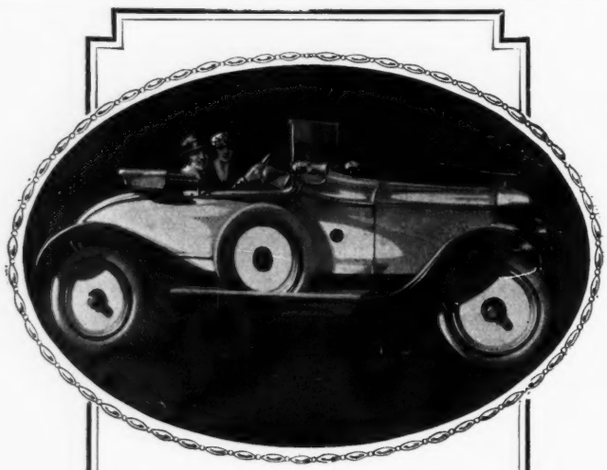
IN spite of the most dangerous of all obstacles, mere indifference, British air services are making a steady, though slow progress. With only one change it is now possible to go from London to Lausanne. There is, of course, a daily service from London to Paris, a recent extension of which was recorded in our last issue, and there is an air service from Paris to Switzerland every week-end, leaving Paris each Saturday and returning on Monday. Recently Mr. Frank Hedges Butler, the founder of the Royal Aero Club, made this trip, the flying time being 12½ hours, as compared with 46 hours by railway train. As Mr. Hedges Butler said, when recalling his satisfactory experience, everyone who travels by aeroplane does a real service to the cause of civil aviation and incidentally helps in the establishment of a satisfactory British aerial reserve for possible future national emergencies.

The Speed of the 24 h.p. Sunbeam.

IT may be remembered that in a recent article on the six-cylinder Sunbeam car it was stated that the maximum speed of the car, restricted in large measure by its newness, was 64 m.p.h. It is, therefore, interesting to be able to announce that the identical car whose performance was recorded in our issue of May 6th has recently attained 72 m.p.h. on Brooklands Track and this without any special preliminary tuning or adjustment. Coming so soon after our previous test, this improvement is doubly significant. First, it bears witness to a really creditable speed for what is after all but a medium-powered car; secondly, it well illustrates the great importance of the preliminary running in of any car. Before achieving its 72 m.p.h. the Sunbeam had covered about a thousand miles on the road, and that thousand miles, during which the car was carefully and judiciously handled, proved enough to give the car an extra 8 m.p.h. Thus readers taking delivery of a new car should bear this little story and its moral permanently in mind.

ITEM.

A Garaging Record?—Messrs. Mann, Egerton and Co., Limited, the well known firm of Norwich, send us some remarkable figures in relation to car storage on Saturdays at their Norwich Depot. On Saturday, April 22nd, between the hours of 12.30 and 1 o'clock, no fewer than 341 cars, 40 motor cycles and 23 combinations were garaged. These numbers do not, of course, include any new and secondhand cars in stock, the company's own hire and service fleet, cars undergoing repair belonging to customers, or chassis being fitted with bodies in the firm's extensive coach-building department. The number under these headings is normally 200; thus, exclusive of motor cycles and sidecar combinations, well over 500 cars are accommodated on an average Saturday. One wonders if this constitutes a record for a single garage. The company have, of course, in addition to their headquarters at Norwich, showrooms, garages and repair works at London, Ipswich, Bury St. Edmunds and Lowestoft.



The "Amazing 'A-C'" now holds 105 speed records, which is over 3½ times as many as any one car which competes in its classes, and over 2½ times as many as all other light cars combined, competing in similar classes.

Full range of models always on view, which the public and trade are invited to inspect.

All buyers of new "A-C" Cars should insist on receiving the Company's printed guarantee—which will only be supplied for cars purchased through us or our authorised Agents.

Prices from £495

A Perfect Ladies' Car

The essential characteristics of ladies' cars are Ease of Handling, Unquestionable Reliability, Comfort, and Smart Appearance, combined with a good turn of speed.

That is the opinion of Miss Viola Meeking, well known in social and motoring circles as an experienced driver of "A-C" Cars. It is in just these characteristics that the "A-C" does excel, and that is why it is so popular among lady drivers.

The "A-C" LIGHT CAR
Worth more than any other

'Phone: Langham 1403
Works: Thames Ditton, England.

AUTO-CARRIERS LTD.
(S. F. EDGE—Governing Director.)
288, Regent St., Oxford Circus, W.1.

The Address of Agent in your District sent on request.

THE

ANTI-WASTE ROAD

IS THE "MEXPHALTE" BITUMEN ROAD

FISHERMEN are interested in Bitumen for road construction because Bitumen ***does not poison fish.*** The Ministries of Agriculture & Fisheries, and of Transport, recommend asphaltic Bitumen for road construction because it is non-injurious to fish and vegetable life.

MOTORISTS are interested in Bitumen for road construction because it does not melt or become sticky in hot weather, or "lick up" and spoil the paintwork of the car. The smooth, resilient road surface of Bitumen means reduced running costs and fewer repairs.

THE ANTI-WASTE PUBLIC are interested in Bitumen for road construction because of its longer life and greater economy. ***The cost per yard per annum of the Bitumen road is substantially less than other forms of construction having a lower initial cost.*** Bitumen does not readily oxydise or disintegrate, and is insoluble in water.

MEXPHALTE

IS THE PURE BITUMEN FOR ALL ROAD CONSTRUCTION

SPRAMEX is specially-prepared Bitumen for Road Dressing

ROAD ENGINEERS, SURVEYORS, AND OTHERS INTERESTED, ARE INVITED TO WRITE FOR FURTHER INFORMATION.

Shell - Mex LTD.

SHELL CORNER, KINGSWAY, LONDON, W.C. 2

B 1



Marcus Aurelius on Insurance

Procrastination

Said Marcus Aurelius of the great Maximus, a Stoic philosopher:—

"He never showed amazement and surprise, and was never in a hurry, and never put off doing a thing, nor was perplexed nor dejected."

It would almost seem as if Maximus were alive to-day and thoroughly protected by Insurance. Otherwise so many things would amaze and surprise him.

"He never put off doing a thing." Too many men of to-day who are wise in other things procrastinate in the matter of covering their interests at all points with correct and adequate Insurance. And to protect one's people, one's self, and one's properties and interests, is a man's first duty.

The Motor Union Insurance Co. Ltd. make it so easy for one to insure against all risks of the present day. There is no class or kind of Insurance which is not supplied by the Motor Union Insurance Co. Ltd.: that is why "M.U.I." M*EANS* U*NIVERSAL* I*NSURANCE.*

Full particulars of *any* and every kind of Insurance will be sent on request. A postcard will do. Simply address:

MOTOR UNION
INSURANCE CO. LTD.
10 ST. JAMES'S STREET, LONDON, S.W.1

St. James's 21

THE SPORT OF MOTOR BOATING



ON THE ARUN, NEAR ARUNDEL CASTLE.

YACHTING is known as the sport of emperors and kings, and among all classes of users the motor-propelled boat is strenuously competing with the sailing boat for favour. But, unfortunately, the sport of kings is generally taken as meaning that the sport is one in which only kings and plutocrats can indulge, and much pioneer work is being accomplished at the present time in introducing yachting to a large circle of enthusiasts, who are being taught, with great and pleasurable surprise to themselves, that yachting has been called the sport of kings, not because it is necessarily frightfully expensive, but because actually it is the king of sports. And the same applies to motor boating. Never a Britisher goes out in a motor boat but he becomes an enthusiast. Perhaps if he is not a good sailor, and the weather is not exactly peaceful, he may require another trip to submerge the unpleasant memories of his first, and then another to confirm his incipient zeal; but there is a fascination about owning your own boat that is never quite excelled or even approached by other popular sports.

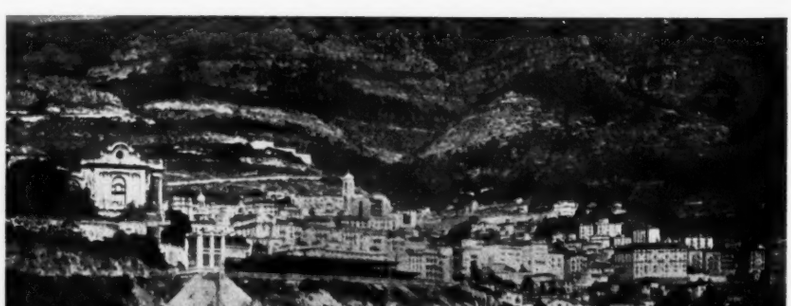
It may be that motor boating has not been so popular in Great Britain as it is in other parts of the world, but there is every indication that its somewhat scanty pursuit has been due not to aversion on the part of those who might foster the sport, so much as to lack of interest due largely to ignorance. When the average man sees the beautiful sight of an elaborate cabin cruiser forging its way through a peaceful sea he is apt to think of nothing but his admiration and his fallacious regret that motor boating is only for the very rich man. It is true that a big *de luxe* cabin cruiser can be bought at as high a price as one cares or can afford to pay, but it is also true that a smaller boat, quite capable of satisfactory service, can be bought at a price which on the value for money basis compares very favourably with that of our cheapest motor cars. It is not strange that these mistaken ideas about motor boating and its expensiveness are abroad, for a large proportion of the British population only sees motor boats in use at holiday times and then under conditions which emphasise its expensiveness and deny the probability of their ascertaining the comparative economy and ease with which a motor boat of their own may be kept in any convenient centre. The fascination of sea and river is only dimly realised, for they have had no opportunity of tasting them in their own boats; and largely on account of the very little publicity that the motor boat movement has received it has been doomed to remain in a somewhat unsatisfactory state of development.

To a large extent this attitude is due to the motor boat industry itself. It has been content with catering for a very small market and has never gone out, as other industries, for a bold attack on the public imagination. It has made one or two half-hearted efforts, which have been foredoomed to the failure that they have met. Whereas everyone in England knows quite a lot about the motor trade, and whereas ignorance of the motor trade is looked upon as unpardonable in all circles of conversation, the motor boat industry is comparatively quite unknown. An occasional story of a very fine motor boat achievement at Cowes or Monte Carlo is given in the daily Press, but the interest it creates is highly problematical, because although the average man knows little about motor boats, he does realise that a boat chronicled to do 60 or 70 m.p.h. is not the kind of boat likely to suit him as a personal possession.

Unfortunately, the boat with the largest public has received the least publicity, so that its existence has fre-



A HIGH SPEED LOAD-CARRYING BOAT CAPABLE OF SOME 60 M.P.H. WITH THIRTY OR MORE PASSENGERS.



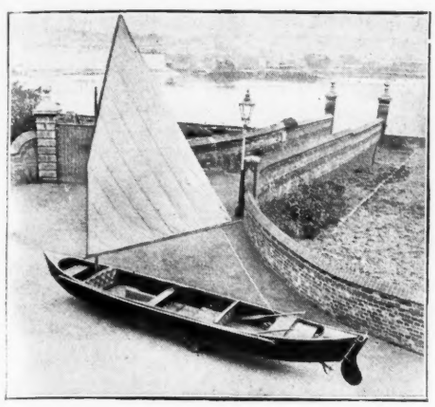
SUNBEAM-DESPUJOLS V, WINNER OF FIVE RACES AT THE 1922 MONACO MEETING.

"SAUNDERS"

25 ft. and 30 ft. Standard Motor Boats and All Other Types of Marine Craft are unparalleled for Design, Construction and Finish.

TRIAL RUNS can be arranged at Cowes, and the 30 ft. Standard Boat can be seen at the Showrooms of Messrs. Wolseley Motors, Ltd., Petty France, Westminster, London, S.W.

PRICES HAVE NOW BEEN SUBSTANTIALLY REDUCED AND IMMEDIATE DELIVERIES CAN BE GIVEN



Can be Punted, Paddled, Rowed, Sailed or Propelled. The construction is on our well-known Sewn System, which is extremely light and strong, has stood the test for over 20 years, remains watertight under all conditions, and is specially suitable for Tropical Climates. The planking is of high-grade Mahogany, the sides being varnished.

We supplied one of these boats to the late Sir Ernest Shackleton for use on the "QUEST."

Consuta Standard Utility Boats

which combine the carrying power and stiffness of the Punt with the lightness and speed of the Canadian Canoe.

18 ft. Model, seating 6 persons - - **£48**

22 ft. Model, seating 8 persons - - **£56**

Complete installation of Motor - - **£5 10s.**

Mast, Sail, Drop Keel, and Trunk - - **£12 15s.**

Rudder, hung in Gunmetal Fittings, complete with Gunmetal Yoke and Steering Gear fitted amidships - - **£4 10s.**

Patent Folding Arrangement, enabling the boat to be hinged in two halves for easy transport, **£5 10s.**

Complete Set of Cushions - - - **£7 15s.**

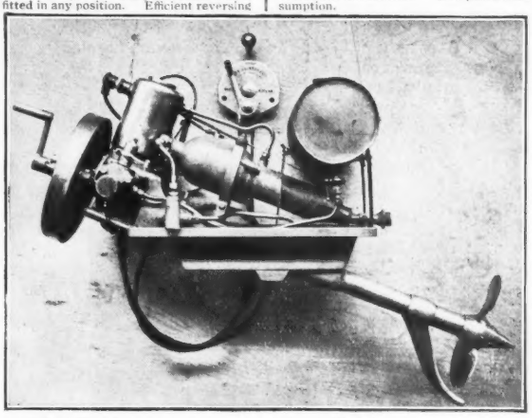
One Pair of Spoon Oars, with Polished Gunmetal Crutches and Sockets, **£4**

Punt Pole, **£1.** Paddle, **15/-**

The New Saunders Inboard Portable Single Cylinder 2½ h.p. and Twin Cylinder 5 h.p. Engines are the most wonderful of their type in the world. Easy to start, and run as silently as an electric motor.

SPECIAL FEATURES.

British Manufacture throughout. Complete in one unit. Simplicity of installation in any type of boat. Portability, can be removed and refitted in a few minutes. Accessibility. Control plate which can be fitted in any position. Efficient reversing propeller with strong skeg. Silent water-cooled exhaust system. Weatherproof magneto and sparking plug. Balanced crankshaft with "Banjo" ring lubrication. Automatic carburettor. Low petrol consumption.



2½ h.p. Model (weight 92 lb.) - **£45** | **5 h.p. Model** (weight 120 lb.) - **£68**

Early deliveries can now be given. Write us for further particulars mentioning "Country Life."

S. E. SAUNDERS, LTD., East Cowes, Isle of Wight, England.

CHILDS & HALL, HUNTINGDON, ENGLAND

Boat Builders, Canoe Importers and Exporters,

YOU CANNOT DO BETTER THAN TRY US FOR ALL KINDS OF SMALL RIVER AND LAKE CRAFT.

STOCK HELD AT THE MOMENT FOR IMMEDIATE DELIVERY:—

100 Lakefield Canoes	from	**£23** each
40 Single Sculling Skiffs	,,	**£35** ,,
30 Double ,, ,, ,,		**£41** ,,
40 23ft., 2ft. 9in. Punts	,,	**£40** ,,
6 20ft., 3ft. 10in., Shallow Draught Launches, 3 h.p.		**£105** ,,

Over 100 Craft Second-hand on Sale.

DELIVERY IN ENGLAND:—
Boats, Punts, and Motor Boats, 3 days.
Canoes, same day.

EXPORT DELIVERY:—
Boats, Punts, and Motor Boats, 14 days.
Canoes, 3 days.

SHALLOW DRAUGHT LAUNCH.

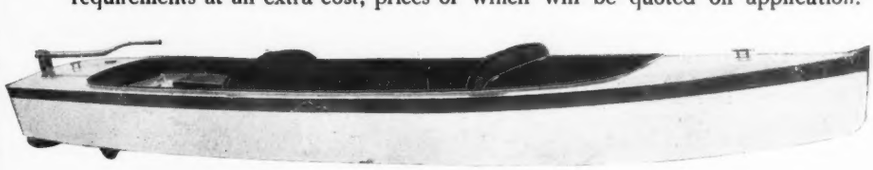
Length, 20ft.; beam, 3ft. 10in.; depth amidships, 1ft. 6in.

Built of mahogany, with mahogany sides and decks and coamings. Bottom of ⅝in. deal. Timbers throughout of oak. Painted and varnished throughout five coats.

Fitted with a 3 h.p. EVINRUDE Motor with direct drive complete, as shown with Tiller Steering; f.o.b. Huntingdon.

Price **£105 : 0 : 0** nett.

This boat may be fitted with any other fittings or Twin Cylinder engine to suit requirements at an extra cost, prices of which will be quoted on application.



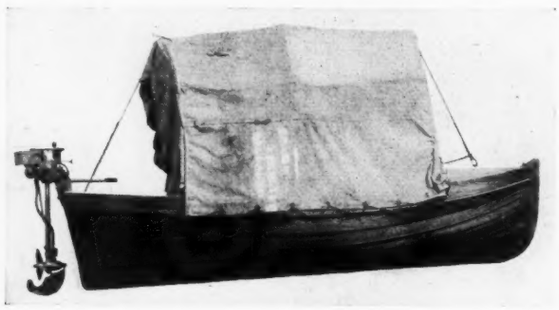
USED THE WORLD OVER. FEW EQUAL. NONE BETTER. ONE PRICE—THE LOWEST. ONE GRADE—THE BEST.

quently remained unsuspected by the man most interested in its attractions and capacity. In fact, what little publicity is given to motor boating has had little effect but to emphasise the widespread idea that any form of boating beyond the humble rowing boat on a local lake or river is a pastime essentially for the rich.

MEMORIES OF THE MOTOR BOAT SHOW.

Now the Motor Boat Show recently held in conjunction with the Car Show probably did more than any other single effort to dispel the fallacious ideas that have always surrounded the sport of motor boating. People went to that Show without any intention of inspecting the boats, but with the intention, perhaps, of just glancing over them because they happened to be there. But visitors who went to satisfy idle curiosity very soon found themselves unexpectedly endowed with a truly keen interest, and many a bank balance was depleted as the result of an accidental stroll in the motor boat section of the White City.

For the first time a collection of motor boats was assembled that made its appeal to the motoring public, and probably for the first time the general public came to realise that motor boats were not essentially millionaires' playthings and, indeed, were not necessarily playthings at all. We were shown mechanically propelled river launches at prices ranging from £70 to £1,500. There were sea-going cabin cruisers from £300 to £1,300; there were sea-going boats ranging from motor dinghies to outboard motors on ships' lifeboats and yachts' tenders at all sorts of prices, and it seems quite a reasonable prophecy that, as a result of this Show, motor boats will become more popular in this country than they have ever been before.



MUCH ENJOYMENT CAN BE DERIVED FROM A COMPARATIVELY LARGE DINGHY WITH AN OUTBOARD MOTOR AND CAMPING COVER.

Even if there had been no Show the sale and use of motor boats would certainly have been greater in 1922 than in any previous year, and for the premises on which such a conclusion may be based one had only to go to any of the motor boating centres during 1921. From Southampton Water to Burnham-on-Crouch, and more especially on the River Thames, more private motor boats have been put into commission than ever before. I would like to say at this juncture that I am speaking purely as a result of personal observation and without definite figures. Admittedly, private observation can lead one astray sometimes, but I do not think it will lead one very far astray in such a case as this.

It is interesting to observe how the character of the personnel of our various industries varies. The motor industry has been built up by men who from the beginning have realised the omnipotence of properly handled publicity, and the motor industry is not unique. Neither is the motor boat industry unique in having hoped to attain really useful dimensions without the assistance of any organised publicity at all, and it is not unique in having at last been forced to realise the futility of its hope. The days have long gone by when any industry could hope to subsist entirely on the policy of personal recommendations. It is no longer good business to be content with selling a few goods at a high profit. The manufacturer must, willy nilly, adopt a policy of selling a large number of goods at a small margin of profit, and the motor boat industry has now opened its eyes to a careful survey of how it may best follow modern ideas and lines of progress. The first material evidence that it has given was seen at the Motor Boat Show, this evidence following a certain shy proof of public appreciation of the efforts of the industry in the comparatively large number of sales that had been effected during the last year.



THE PLEASURE RIVER LAUNCH.

The motor boat has now attained a very satisfactory stage in its evolution. From some points of view it is quite as forward as the motor car; from others it has still further advanced; while from some, yet again, it is not so advanced. But on the whole the man who wants amusement and peaceful, easy recreation will have to go a long way to find anything more satisfying than that afforded to him by the motor boat. Engine reliability can, in the case of boats as in that of cars, be taken for granted, except when one gets to the high-speed freak boats which correspond to the racing motor car. Much progress has been effected in the design and construction of boat clutches, reverse gears and propellers, while in the design and construction of the hulls it is difficult to see room for any revolutionary advance.

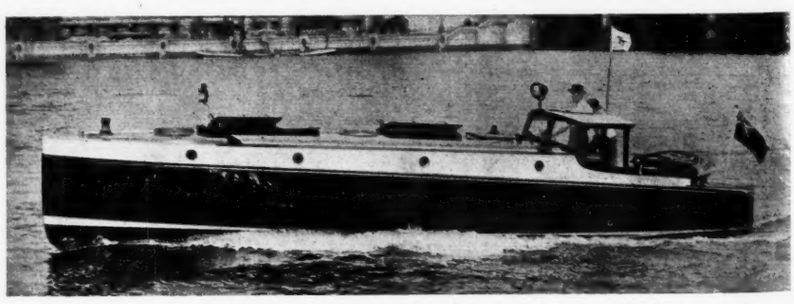
The interior equipment of boats varies far more than that of cars. It is possible to buy a luxurious cabin cruiser which is capable of making the Mediterranean under its own power and sleeping a crew of four with a passenger complement of six or ten. It is possible to buy a cruiser with sleeping accommodation for only two, who shall constitute both passengers and crew and to whom the handling of the boat will present no difficult task, for everything is constructed on the simplest possible lines. But by those who never can be mechanics of even the most elementary nature the smallest of these cabin cruisers can be purchased with two engines and two screws, so that if either engine should finally give up the ghost the boat is not stranded. Again, most cabin cruisers can be used with a certain amount of sail, although, of course, not having been built as sailing boats, it is important that their owners should not regard them as primarily miniature yachts and should not be disappointed if their performance under sail leaves something to be desired.

At the other end of the scale the outboard motor—that is to say, a motor that may be mounted on to the stern of an existing boat—has attained a very satisfactory stage of development. Ranging in cost from £30 to £60, an outboard motor of from 2½ h.p. to 6 h.p. will give a 16ft. dinghy a useful turn of speed and, provided the dinghy be soundly constructed in the first instance, will make a very satisfactory river and estuary cruising boat.

Never before has such a wide range of choice in power boats been offered to the public—never before has the industry shown itself so alive to public requirements, and never before has the public shown itself so ready to appreciate the practical efforts of the industry to provide it with what is to the greater section of the community an entirely new form of recreative amusement.

MOTOR BOAT RACING.

We have no intention of entering into details of the sport of motor boating in the narrow sense of the term as applied to motor boat racing, but as this is a highly specialised affair and a well patronised sport it seems justifiable to devote a few words to its conduct. There are two clubs instituted for the purpose of fostering the sport and industry of motor boating in Great Britain, and although it is generally agreed that neither of them is quite so energetic and so successful as it might be, it is safe to say that their prospects for the coming season are considerably brighter than they have ever been since the war.



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P 142

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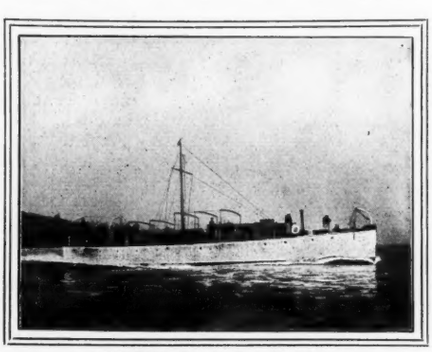
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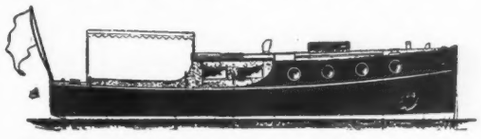
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CALL AND SEE IN ACTION

63, Long Acre, W.C.2; or Works, Greenwich, S.E.10

The Royal Motor Yacht Club has its headquarters at Hythe, Southampton, and is a social club as well as a sporting club of considerable standing, having been founded by the R.A.C. to carry on for marine motoring the work that the R.A.C. conducts for land motoring. The British Motor Boat Club has its headquarters in Whitcomb Street, Piccadilly, and is perhaps the larger organisation of the two, although not quite so active in the conventional sphere of social club life.

Motor boat racing is, as we have said, quite a highly specialised affair, and this aspect of it is apparently deliberately fostered by the policy of those who promote motor boat races. Every year the Motor Boat Club holds a race from London to Cowes, which from many points of view is one of the most important events of the year, because the boats taking part in it are similar in design and construction to those which would be bought by the ordinary member of the public for his private use, *i.e.*, the race is for sea-going cabin cruisers. But with the exception of this race and a few comparatively unimportant events motor boat racing has hitherto been conducted with boats specially constructed for the work, and they are boats which have practically nothing in common with the boat likely to be used by the ordinary private owner beyond the possession of a hull, a propeller, or propellers, an engine or engines. Thus it appears that although motor boat racing is undoubtedly a fine sport in itself it will never have the same interest for the ordinary motor-boatist as car-racing has for the ordinary private motorist. Undoubtedly this conduct of affairs can be justified by those responsible for the promotion of races, and although we think it is unfortunate we would not suggest that there is nothing to be said in its favour; and a recent effort on the part of the R.M.Y.C. seems to suggest that this restriction of motor boat racing to specialised craft is in keeping with the wishes of the majority of those interested in the sport. Frequently racing is conducted between boats of exactly similar design and construction, and a new "one design class" has recently been instituted. This consists of a boat 25ft. in over-all length with a beam of 5ft. 2ins., which, fitted with a 50 h.p. Vauxhall engine, is capable of a speed of about 28 knots with one man on board. The design is a hydroplane by the well known firm of Messrs. John I. Thornycroft and Co., Limited, and the Hythe Yacht Yard has made a successful quotation for the building of the hull, including installation work, at a price of £350, while the engine will be supplied by the Vauxhall Company at £150. Thus the maximum cost of the building of the boats will be £500, and if three or four are ordered at the same time there is a possibility that this figure may be subject to some reduction. If any of our readers feel attracted by the promise of this sport we would advise them to get into touch with Mr. T. D. Wynn Weston, the Secretary of the R.M.Y.C., who will give them all necessary information as well as particulars of the organisation of which he is Secretary.

SOME MARINE MOTOR FIRMS AND THEIR PRODUCTS

J. W. Brooke and Co., Lowestoft.—Anything that can be required in the world of motor boats can be obtained from Messrs. J. W. Brooke and Co., Limited, of Lowestoft, and it is significant that at the last Show this firm introduced what we believe was a novelty for them, a standardised cabin cruiser. The particular features of this boat were the length of its cockpit in relation to its over-all dimensions, for being intended primarily for fair weather cruising, although the build of the boat is such as to render it quite seaworthy, the designer felt that a roomy cockpit would be more appreciated by the average owner than generous cabin accommodation. Nevertheless, the saloon was quite roomy, with no less than 5ft. 9ins. head room under the beams and 6ft. 1in. head room under the skylight. Aft of the saloon is a galley, very conveniently arranged with cupboards sunk into the bulwark heads and into the partition separating the galley and cabin from the well in which are the motor and fuel tanks, etc. The seats in the cockpit are convertible into bunks, the idea being that the cockpit may be used with an awning on occasion to provide extra sleeping accommodation.

W. D. Fair and Co., Hampton Wick.—Motor boating circles have been recently agitated over the question as to what constitutes the smallest practicable cruiser. Undoubtedly, the most popular type of motor boat is the small cabin cruiser; but unfortunately the type as a type has long been out of the reach of the ordinary man on the score of cost. But, provided he is willing to forego some of the luxury that can only be obtained with a really large boat, the would-be motor boatist may now purchase a cabin cruiser which is small and is nevertheless both reliable and seaworthy. The small cabin cruiser launch by Messrs. W. D. Fair and Co., is only 20ft. in length, but gives plenty of sleeping room for two, although the head room is perhaps not enough to enable the ordinary man to stand upright. On account of its small size the boat has the quite respectable speed of 8½ m.p.h., with a comparatively small 6 h.p. twin cylinder "Watermota" engine.

As a matter of fact, the main activity of Messrs. W. D. Fair and Co. is the manufacture of small engines, known as "Watermotas." They are made in two models, outboard and inboard, this firm having been the first to produce an all-British outboard motor. The "Watermota" of the outboard type is notable for two things: first, the standard of workmanship, which is considerably higher than that usually found on motors of this type, and secondly, the water cooled silencer and the under water exhaust. Embodied with the engine is the petrol tank which contains sufficient fuel for running over six hours, the consumption being at the rate of approximately one gallon for 3½ hours running

Besides these outboard motors, "Watermotas" are also made of the inboard type in two varieties: a 3 h.p. single cylinder and a 6 h.p. twin cylinder; the weight of the former being approximately 50 lb. and that of the latter 90 lb.

S. E. Saunders, Limited, East Cowes, Isle of Wight.—The Saunders' "Utility" boat created quite a sensation at the show last November, although it had been brought to public notice some time previously, because it formed quite an important item in the equipment of the *Quest* on her Antarctic expedition. The special feature of this boat is that it compromises between the ordinary punt and dinghy, retaining the length and flat bottom of the former and the deep sides and general roominess of the latter and in addition, the boat is constructed in two portions and is hinged in the middle so that it may be folded in half, as it were, for transportation purposes. Designed, as it is, for propulsion by hand, *i.e.*, by paddle, or pole, or sculls, by sail (a single lug), or by motor, the boat makes a quite exceptional appeal, which is further increased by its suitability for use on quite shallow inland waterways or rivers and also on the sea. It is available in two sizes, an 18 ft. and a 22ft., and in the smaller size it should make a strong appeal to the user of the Thames on account of its economy in lock dues (the lock dues on the Thames depend on the length of the boat, the minimum being for boats under 20ft., and the next size being for boats over 30ft.)

Before passing to other Saunders products, a word must be devoted to the engine, introduced for the "Utility" boat, which marks a new note in the construction of power units for small boats. The special feature of this engine may be summarised as compactness and completeness together, which shows that the engine complete with its water cooled silencer, petrol tank and rudder and control, constitutes a remarkably compact unit. It is fitted into the boat by means of a rectangular hole cut in the bottom of the latter to which the engine is bolted by means of its bed plate, between which and the bottom of the boat is a rubber washer to ensure water-tightness.

Taylor and Bates, Limited, Chertsey.—Although the boats exhibited at the Show by this Chertsey firm consisted of river boats, the experience of the makers is much more extensive. The exhibits ranged from a 40ft. cabin cruiser launch, with a 20 h.p. engine, to a 22ft. open river launch, containing seating accommodation for six chairs, and there was also a 25ft. motor canoe, Clinker built, and fitted with a two-cylinder, 6 h.p. "Watermota." This firm has played an important part in the construction of the coastal motor boats which did such good work during the war and quite recently we saw a pair of 42ft. boats of this type recently completed for the Government; while lying at the wharf at Chertsey is a motor houseboat which has already been described in these pages as being one of the very few houseboats extant that can be moved on the water under its own motor power. It has, indeed, a speed of nearly 7 m.p.h., so that it opens quite a new sphere for the houseboat enthusiast.

J. I. Thornycroft and Co., Limited, 10, Grosvenor Place, S.W.1.—The name of Thornycroft is, and always has been, closely associated with all branches of marine engineering. To Thornycrofts is due not a little of the credit for our fastest torpedo boat destroyers and it was only natural that when the motor boats came along, Thornycrofts were very early in the field and probably gave far more to the industry than they received from it, for the value of Thornycroft pioneer work in developing both the industry and the motor boat, is almost immeasurable. As this firm is capable of producing anything in the way of a boat, from a small open river launch and a single-cylinder engine to drive it, to a magnificent fully fledged motor yacht, it is obviously impossible to do more at the moment than summarise their activities very briefly, which may best be done by reviewing their exhibits at the last Show. There was a 35ft. open type mahogany pleasure launch which, with a 30 h.p. engine had a speed of approximately 14 knots and was possibly the most expensive boat in the Show. By way of cabin cruisers, a type of boat that Messrs. Thornycroft have done much to develop, there was a 30ft. boat which had a 16 h.p. two-cylinder engine and was fitted with sails (Burmuda rig) and arranged throughout so as to be suitable for single handed cruising.

Safix Marine Engine Company, Limited, 16, Bevis Mark, London, E.C.3.—A new all-British outboard motor has been introduced by this firm and the special advantages claimed for it are absence of vibration, particular ease of steering and flexibility in control, this latter being, unfortunately, an important feature that is lacking from the two-stroke small engine as usually fitted to outboard motors.



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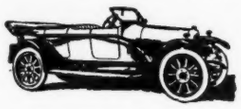
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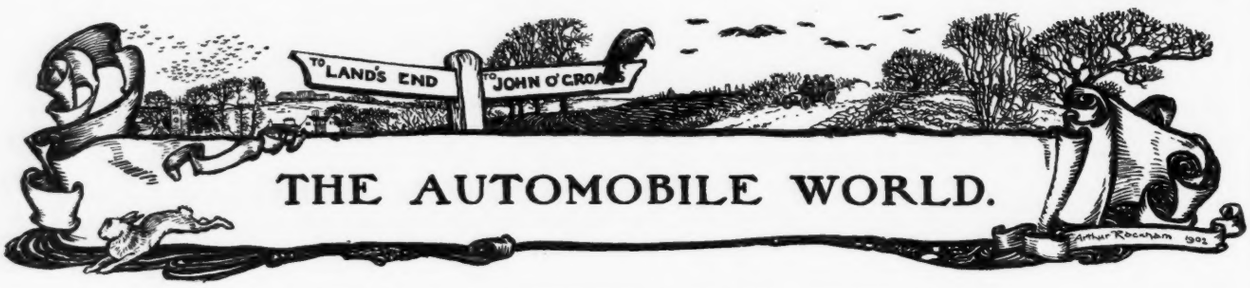
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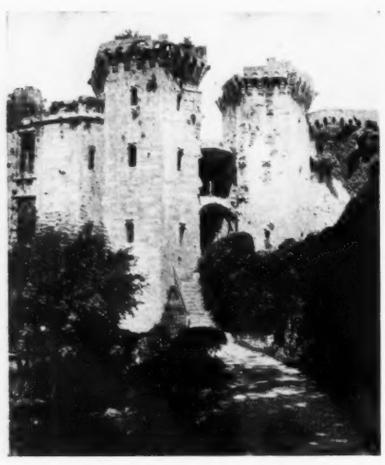


SOME ATTRACTIVE TOURS

IN spite of better weather protection and generally increased car comfort, summer is the motorist's season, and with its arrival his fancy generally turns to thoughts of touring. On the one hand, planning a tour has been rendered much easier during the last few years than it used to be by virtue of the fund of valuable road information that is available from the leading motoring organisations, whose guides and patrols, in a sense, guard the roads and prepare the way for the touring member. On the other hand, the enormously increased use of the road by the mechanically propelled vehicle, and especially the coming of the juggernaut in the form of the char-à-bancs, has made the planning of satisfactory touring much more difficult than it has ever been. There is little pleasure in touring and in fancying oneself, to use an Irishism, on the highway to miles from the beaten track if, in a road 6ft. wide, a 7ft. char-à-bancs is met round every blind corner.

The R.A.C. and the A.A. render their members real and intelligent assistance in planning tours that shall satisfy the desires of the tourist. If you find any pleasure in investigating the road maintenance methods of the surveyors responsible for the London—Holyhead road, or if you fancy a trip along the blank and uninteresting Great North Road, you can obtain pleasant and clearly formulated detours that shall add a little variety to your trip and embrace places of interest. If you want to get into the recesses of Exmoor or the Highlands you can find out beforehand the state of the roads, the likelihood of meeting chars-à-bancs traffic, and the provisions that you must make for maintaining yourself and your party in material comfort throughout the trip—*i.e.*, in what towns hotels may be found, or where you may pitch your camp or caravan at the roadside.

It is with some diffidence that a mere tourist ventures to advise others on routes that they should follow, on territory that they may explore and on regions that they should most carefully avoid. "One man's meat is another man's poison" in motor touring as in other things, and while a Sussex lane dipping down to the sea will satisfy many, others are apt to become tired of Highland moors and lochs and even of the Devon coastline. But, taking four typical grounds, the Wye Valley, Devon, the Peak District and the Highlands seem to afford as wide a choice as one can get within the confines of Great Britain.



AT RAGLAN CASTLE.

THE VALLEY OF THE WYE.

It is not so very long ago that the man in the street took very little interest in the valley of the Wye, but the enterprise of South Wales and even of Birmingham is rapidly bringing this lovely valley into the same state of overworked popularity that is beginning to spoil the Peak District. From London the Wye valley is reached *via* Gloucester, from the Midlands *via* Worcester, and from the North *via* Shrewsbury, Ludlow and Leominster. Whether one works up or down the river makes but little difference, for, fortunately, there is generally a road available quite close to the river banks.



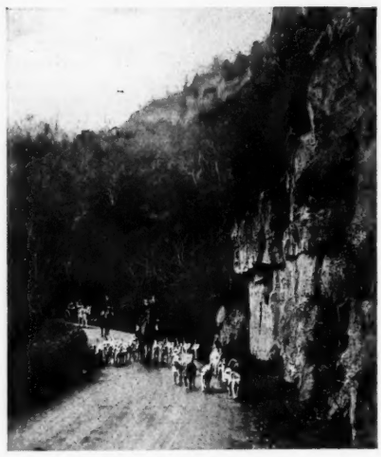
THE WYNDCLIFF IN SPRING.



CHEPSTOW CASTLE.

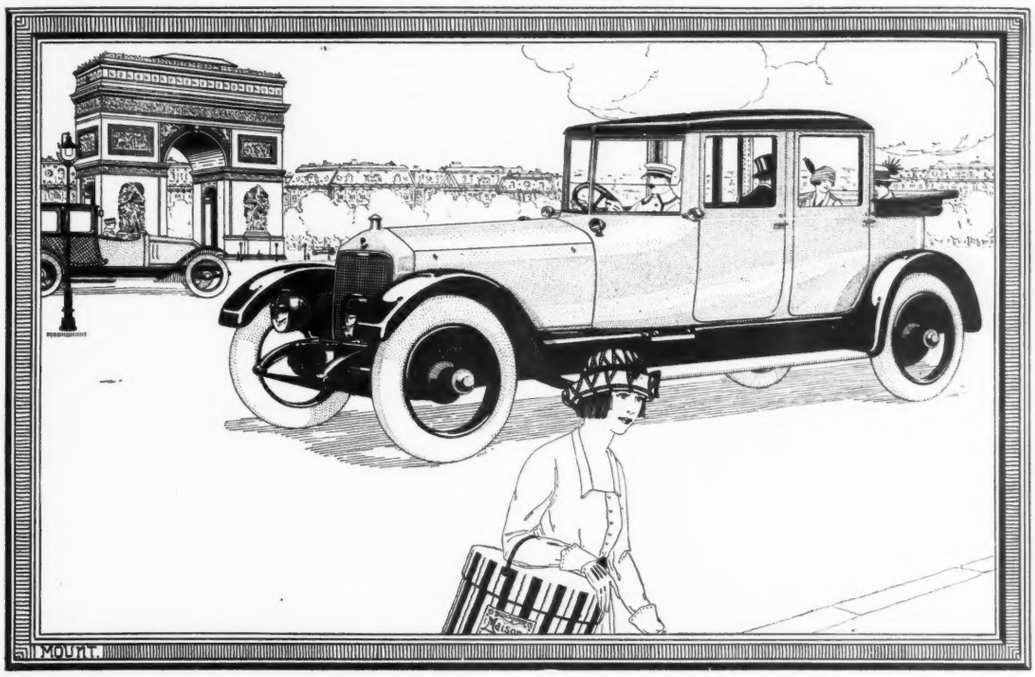


THE WYE AT SYMOND'S YAT.



UNDER THE WYNDCLIFF.

Americans seem to find the Wye Valley especially attractive, and indeed the beauty of its tranquil stream is something which no one who cares for the English countrysi e should miss. Perhaps one of the charms of Wye scenery lies in its variety. Beginning at Rhayader, you pass through a mountainous country, and the great reservoir which supplies Birmingham with its drinking-water, in spite of the fine dam with its reminder of what modern engineering can achieve, has a bleak and lonely air. The little huddled houses and the walls of the fields are grey. Here the Wye lies very close to the Severn, in which it is to lose itself a hundred miles further on. You pass through sleepy Welsh towns such as Builth Wells and Hay, pass Clifford's Castle, where that Rosamond who chose between the dagger and the bowl is supposed to have lived her girlhood, with Hay Bluff, Lord Hereford's Knob, and all the great rampart of the Black Mountains towering above your path, and so come to where, among flat river meadows, just where the Lugg joins the larger stream, Hereford lies stretched out at the Wye side. The cathedral, with its fine north porch and Lady chapel, is worth seeing, and the old black and white house which stands in the High Town is typical of much of the Elizabethan work to be found scattered in the towns of Shropshire and Herefordshire, where, here and there, in a humbler form, whole villages of it, such as Dilwyn, a few miles from Hereford on the Hay road, are to be found. Of old the Wye was navigable for barges as far as Hereford, but that activity is over now, and the old town is a very peaceful spot, except when, once in three years, the festival of the Three Choirs makes it the Mecca of musical pilgrims from all over the world. Between Hereford and Ross stands Holme Lacy, the one-time seat of the Earls of Chesterfield, and not lightly to be passed by any more than is the lovely little town of Ross, crowned by its spired church, and to the literary traveller having an added charm because of



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"The Man of Ross," that ideal squire whom Pope immortalised. The trees of Symond's Yat, high on their grey cliffs, make one of the lovliest reaches of the rivers, the Forest of Dean, stretching its miles of green rides behind them, and here are the ruins of Goodrich Castle,, well worth a visit. Raglan, with its brave story, one must turn aside to see. Tintern, deep down by the river's brim, no lover of old or beautiful things would pass; nor Monmouth either, where Henry V was born, and where, over the little Monnow River, stands one of the finest old bridges of the West Country, where, if anywhere, one should look for them. But after all, as those who know and love the Wye Valley best admit, it is not its towns and villages or its castles and country seats which are its greatest beauty; that is to be found in the green and quiet reaches whose very names the passing traveller never finds out, where the river winds deep down between wooded hills. The splendid road under the Wyndcliff brings you to Chepstow, and here the Wye joins the Severn at last and rolls on with it to the Bristol Channel and the open sea.

GLORIOUS DEVON.

Taking things all round, Devon is perhaps the nearest approach that we have in this country to the motorists' paradise—its roads are exacting, but that is only because they are interesting, and a road that is not exacting is seldom of interest to the motorist. It is not that we tourists want dangers and discomforts on the road; it is that Nature has ordained that where roads are flat, easy and possessed of good surfaces, they are also thickly populated and are seldom richly endowed by the beautifying hand of Nature in her wild and extravagant moods.



STREET BRANDISH, SOMERSET.



DUNSTER VILLAGE.



WATERSMEET ROAD, LYNMOUTH.

Devon suffers from less defects than other worthy touring grounds. Its roads are exacting, their surfaces are anything but ideal, but this is only what one must expect as soon as the regular tracks of motor transport are left behind. Devonian hotels are quite respectable as British hotels go, and the county offers the counter attraction of many private houses and isolated cottages where accommodation of generally a quite satisfactory standard can be secured at reasonable cost. The disadvantage of Devon is that it appears to be penetrated more deeply than other comparatively wild tracts of country by the motor char-à-bancs. Even Porlock and Countisbury hills are not sufficient to deter the modern char-à-bancs proprietor from conducting his parties over them; but the narrow and often more beautiful lanes that generally run parallel to Devonian main roads offer a freedom from intrusion and a peaceful quietness that are nowadays all too hard to find.

Coming through Bath or Bristol on the way to the south-western corner of England, the motorist who has not explored Cheddar should make a point of doing so. Coming from Bristol, the main road from Bridgwater should be followed until the turning on the left to Axbridge, whence it is but a short run to Cheddar, then up through the gorge and along to the top of the Mendips to Wells. Coming from Bath, Wells is taken first, and then one doubles back on one's tracks for three or four miles before taking the left-hand turn over the Mendips and down to Cheddar. From Wells through Glastonbury to Bridgwater the road has little of special interest, other than that afforded by the ruins of Glastonbury. Bridgwater is a town where one needs to exercise care and discretion in the choice of a hotel.

The next morning's run through Williton, between Dunster and Minehead, through Porlock and Lynmouth to Ilfracombe offers some of the finest coastal scenery that is to be found in Great Britain. On the way, if time permits, a short detour of less than half a mile should be made off the main road to the left to inspect the quaintness of Dunster and its yarn market. From Ilfracombe through Barnstaple and Bideford one follows the coast to Clovelly, regrettably hackneyed, but nevertheless always refusing to be missed. The main road, with plenty of chars-à-bancs, is followed to Wain House Corner, where a turn to the right to Crackington Haven and following the coastline through Boscastle to Tintagel offers a glimpse of Cornish coast scenery at its best. Back through Camelford and on to Bodmin means skirting Bodmin Moor, and at Lostwithiel through St. Austel down to Truro puts one in a position for exploring the Fal that few enthusiasts will be able to resist.

For the run home the road to Lostwithiel should be followed, then the straight road through Callington, Tavistock, Two Bridges and the road across Dartmoor to Exeter places one on the highway for London and any other populous centre of England. But for variety and for avoiding the somewhat monotonous, though for its first stretches decidedly hilly, main road, one may take a right-hand fork about three miles out of Exeter to Sidford and then, entering the Hardy country, along the Dorset coast through Lyme Regis, Bridport and Dorchester.

Tracing out this route on the map will suggest an infinite number of detours, every one of which will amply pay for the time and petrol devoted to it. For instance, at Liskeard one may turn south to East Looe, and then proceed through St. Germans and Saltash to rejoin the main road at Callington. At Two Bridges there is a southern detour to Totnes, where the west bank of the Dart may be followed as far as Dittisham, where there is a ferry which takes one across on to the Paignton and Torquay roads, rejoining the main road through Newton Abbot at Chudleigh or through Teignmouth or Dawlish at Exeter. Beyond Dorchester there is a turning to the right at Winfrith to Lulworth, whence the comparatively deserted headlands of St. Albans and Durlston with their popular Tilly Whim caves are available.



COMING UP FROM DOVEDALE.



HATHERSAGE CHURCH.

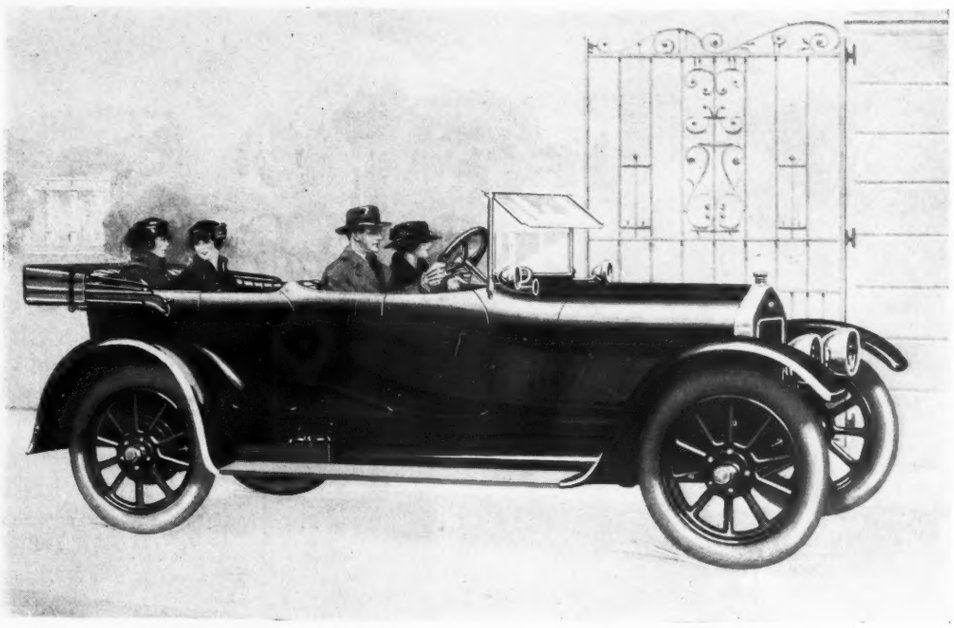


RIVER MANIFOLD NEAR DOVEDALE.

THE PEAK DISTRICT.

In spite of its sandwiched position among industrial Lancashire, the West Riding, Nottingham and the Pottery District, the Peak still manages to keep comparatively quiet some of its by-lanes, and, after all, what is natural beauty for if it is not to be explored? Dovedale was mentioned recently in these pages as lying just off the main road from Ashbourne to Buxton. About half way between these two towns at Newhaven Inn there is a wild moorland road across to Bakewell, where a turn to the right may be made down towards Matlock, passing Haddon Hall; or to the left, followed by a fork to the right to Castleton—here turn to the right through Hope to Hathersage, in the picturesquely situated churchyard of which place is buried Little John of Robin Hood fame. Retracing one's steps for a short distance, a fork to the right leads to Ashopton, where the main road from Manchester over the Snake to Sheffield is crossed—here there is a rough lane alongside a lake of considerable size to Woodhead, this road following the Lancashire—Yorkshire border in many places.

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It is really very strange, but it is quite true, that there are still many deserted by-ways in this moorland Peak District where one may travel for miles without seeing a soul, and camping sites for the caravanner abound. The scenery is of the type that may be described as moderately wild with occasional pretty dales and rocky gorges.

SCOTLAND.

It will come as a surprise to many familiar with the Highlands that there is some scenery almost comparable to the very best in the region of the Caledonian Canal to be found between the English border and the Scottish capital. Like all other really wild and magnificent scenery, its exploration imposes certain demands on the car and on the driver. The brakes should be good, steering certain and engine power ample, while as my first route comprises some rather rough "going" and involves several small water splashes, the springing and ground clearance should both be endowed with ample margins of safety. At the same time there is nothing on the whole route that need frighten any moderately competent driver. Many of the water splashes are little more than glorified wet weather courses, and in the height of summer several would be non-existent, although it is important to point out, incidentally, that the absence of water might constitute a snare in not revealing to the driver the presence of the stony bottomed gully that he has to negotiate.

Leaving Edinburgh in a southerly direction through Penicuik and Broughton (27½ miles), the main road is followed to Tweedsmuir, where it is left for the road running alongside Talla Linn, the lake from which the Edinburgh water supply is obtained. Here the climb up the hillside at the head of the lake, which constituted one of the test hills in the Edinburgh Motor Club's Six Days' Trial, offers a view only comparable to that obtainable from some of the lower slopes of the Alps. One looks down from the hillside, in which the road is cut, over the magnificent valley below fully occupied by the artificially created Tarn, although the Scotsman has been judicious and fortunate in that the artificiality of the lake is in no way apparent from its head. The direct road to Moffat, passing through a very fine, though deserted, valley, possesses quite respectable surfaces and is free from severe corners or gradients.

At Moffat one is on the main road, through Lockerbie and Ecclefechan, the birthplace of Thomas Carlyle, to Carlisle, and this route is generally agreed by those who have tested its alternatives to be by far the better way from England into Scotland; that is to say, much better than the Great North Road route through Northallerton, Darlington, Newcastle and Morpeth. However, if one is using it as a direct route from Carlisle to Edinburgh one, of course, would avoid the detour round Talla Linn, and at Moffat would follow the direct route to Crook Inn and so on through Broughton.

In spite of its magnificence and innumerable attractions, Edinburgh makes a regrettable touring centre on account of the unpleasant country that must be negotiated if one is making northwards from it. Through Falkirk and Stirling the roads are hopelessly bad and traffic of all sorts is uncomfortably plentiful, but Stirling is more than a centre of romance: it is an excellent starting point for sallies into some of the finest scenery that Scotland can offer. Due west there is the excellent, though somewhat flat and uninteresting, road to Aberfoyle, where one is on the verge of the Trossachs and within easy distance of Loch Lomond, regrettably polluted by numerous chars-à-bancs services from Glasgow.



KENMORE AT THE HEAD OF LOCH TAY.

More enjoyable touring is to be had by making due north from Stirling through Crieff and Amulree, where one may follow the direct road to Aberfeldy and so miss some magnificent vistas, or may turn to the left and tackle the severe, though not really dangerous, climb up the famous Amulree Hill, and then over the moors and the corresponding descent to Kenmore.

The village of Kenmore is situated at the head of Loch Tay, and half a mile or so from the bottom of the hill, on the last of its serious hairpins, one is offered a magnificent view of the lake with towering mountains in the background, capped with snow for the greater part of the year. At Kenmore a respectable main road is rejoined leading to Aberfeldy, although there is a magnificent alternative route along the shore of Loch Killin and so on to Oban.

But from Aberfeldy through Pitlochry to Blair-Atholl along the famous Pass of



BALMAHA, NEAR LOCH LOMOND.

Killiecrankie is a very beautiful road in which Highland grandeur and wildness are somewhat tempered by luxuriant forest growth. Proceeding northwards along Glen Garry, merely one of the Highland glens for which fitting adjectives refuse to be forthcoming, one turns to the left at Laggan, so arriving, along the shores of Loch Laggan, to the northern side of Loch Lochy, at the head of which the Caledonian Canal is crossed and Fort Augustus is reached. From Fort Augustus to Inverness consists for the greater part of running along the shore of Loch Ness and is a piece of road that may be fairly compared to any of the Corniche roads of the Riviera for sheer scenery and colouring.

At Inverness my northern experience terminates, and as it is risky to recommend touring ground that one does not know personally, I will leave the exploration of Ross and Cromarty or Sutherland to venturesome spirits with other guidance at their disposal.

Turning southwards, then, at Inverness, Grantown-on-Spey can offer much better accommodation for a night than one would expect from the size of the place. From Grantown I am going to advise tackling the very heart of Highland routes, for the road over Bridges of Brown and of Avon and through Tomintoul to Ballater is one of the wildest and most impressive that a courageous spirit at



A PENTLAND VALLEY.

the wheel of a car could desire. From Ballater to Banchory through Aboyne is a main road, incidentally terminating some 20 miles further on in Aberdeen. Aberdeen is severe in other things than its architecture, and although one may like to visit it for curiosity, the finest return southwards is secured by turning in that direction at Banchory and coming over Cairn o' Mount, a long climb in no way severe, although attaining a height of some 1,450ft. above sea level. From its summit magnificent views are obtainable over the mountains in the north and west and more level country to the south, with a glimpse of the sea over the low hills in the east. Through Brechin and Forfar and Coupar Angus to Perth the road has little to recommend it beyond a satisfactory surface and numerous literary and historical associations. At Perth one is again within the specialised squalor of mining Scotland and on the high road to Stirling and even, if it should be so desired, to Glasgow.

I am perfectly aware that these four tours that I have sketchily mapped out are anything but complete and are doubtless capable of improvement; but to the enthusiastic tourist anticipation and preparation are at least half the pleasure, and intelligent use of the map in tracing out one of the outline routes given will suggest an infinite number of fascinating deviations.

For instance, some of the most magnificent views to be obtained in the British Isles are those offered to the motorist climbing the miniature Stelvio at Inverfarigaig, which rises from about the middle of the southern shore of Loch Ness.

It is reached by taking the road along the southern shore of the lake at Fort Augustus, instead of the road along the northern shore, which is the main road to Inverness. Many cars, and cars of quite excellent quality, will give their drivers considerable cause for anxiety on this hill, not because its gradient is remarkably severe, but because its hairpin corners are so painfully acute; but to a driver who feels sure of his capabilities the climb will fully recompense him and his passengers for the trouble and the risks they have taken, and the magnificent panorama continually opening below them is actually to be surpassed soon after the top has been crested. It is about two miles further on that one gets a more wonderful vista of comparatively level country dotted here and there with lakes of considerable size, and the whole surrounded by distant mountains, most magnificent and indescribable in their colourings, like the rim of a huge Crown Derby saucer. A quite passable, though extremely wild, road leads to Grantown, from which a route worth following has been already described.

But a word, or two words, of caution on Highland touring are necessary. The first is, that it is about the most expensive to be found in any part of Europe where motoring is common; the second is, that a knowledge of the language and a bargaining instinct are as useful as they are on the Continent. W. HAROLD JOHNSON.

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PREPARING FOR THE TOUR

THEORETICALLY at least, it is the custom for car owners planning a tour to go to considerable lengths and indulge in quite heavy expenses in the special equipment of their cars. Nine times out of ten such special precautions are entirely unnecessary, but it is nevertheless a mistake to go to the other extreme and to undertake a long tour without a few precautions, various items of equipment and one or two tools that would not be necessary in the ordinary way for normal runs out from home and back at night.

Tyres are the motorists bugbear, and it is towards the tyre equipment of his car that the tourist should devote most attention. Nothing is more annoying than to be held up miles from anywhere, with a car of which the mechanics are working perfectly, by a second puncture or burst after the spare wheel has already been requisitioned. Repairing a tyre on a broiling hot day is a long way removed from amusement, and the inflation of a big tyre by hand at the roadside when the thermometer would register 90° in the shade, if any shade existed, which often it does not, can approximate very closely to the elements of tragedy. Therefore, tyres that have seen the best of their working life should be left at home and replaced with new ones for a lengthy tour. If the car is only equipped with one spare wheel, investment in an extra may well repay its cost in the saving of trouble; but failing an extra spare wheel another tyre and tube should certainly be carried. For its carriage it should be encased in the wrapping material in which tyres are despatched from the factory, the tube being inserted and softly inflated before the wrapping is done, then the complete tyre may be strapped to the spare wheel where it will be out of the way, but readily accessible when required. An engine-driven tyre pump, such as the "Pioneer" or the "Engo-Flater," is a priceless asset at any time, but especially so when a thousand miles' tour lies ahead.

The wheels themselves should all be removed before the tour begins and their hubs internally oiled or greased so that their subsequent removal is facilitated. Every sensible motorist takes off his detachable wheels at least once every two or three months whether such removal is necessary for tyre changing or not. Detachable wheels that are but seldom detached have a habit of becoming very strongly attached to their mountings and to have added to the annoyance of a puncture or burst the difficulty of an obstinate wheel that will not come off when the sun is broiling hot, or when the rain is coming down in torrents, is anathema.

WILL ALL THE TOOLS "WORK"?

It may sound like superfluous advice, but experience has proved that it is not, when I suggest that if the car is new and if every item of its tool equipment has not been tested, this deficiency should be made good before the tour is begun. More times than I care to recall have I found myself in an unnecessarily awkward predicament on the roadside with a strange car of which emergency proved the tool equipment to be all but useless. Most important of all is it to see that the jack really will go under either axle when the tyre is deflated. Only this year I had the good fortune to experience a puncture on one of our very best, fairly high-priced touring cars. I describe it as good fortune because it revealed that the jack supplied by the makers was utterly useless for raising a wheel when a tyre was deflated. There is, of course, no excuse for such equipment on the part of a manufacturer, but the absence of any excuse does not improve the lot of the owner who finds himself stuck on the roadside.

Jacks of all sorts and sizes may be purchased from any of the big accessory houses at quite reasonable prices. Failing a Rapson, which is undoubtedly the ideal, I prefer the kind that is operated by moving the handle up and down, but such a jack is often incapable of use on cars with their petrol tanks at the rear of the chassis, because the tank impedes the movement of the handle. The ordinary jack, operated by turning a T-headed handle, is satisfactory, but is apt to be slow in action and it also generally requires more muscular effort than the lever type. The owner of a car must satisfy himself if a lever jack can be used for both his axles. There is likely to be little difficulty as regards the front, but any dealer who has the jack to sell will allow a possible purchaser to try it and satisfy himself as to its efficacy for the back axle.

ELECTRIC EQUIPMENT.

Electric batteries are frequently overlooked and before a tour is begun the quantity and quality of the electrolyte should be tested by inspection and by a hydrometer. If the car is not new and if the dynamo belt has broken once or twice do not take chances by relying on a few spare links for it, but indulge in the modest outlay of a new belt and start your tour with the assurance that your dynamo drive, at least, is not likely to give trouble. A new belt will, of course, stretch somewhat, but far better have the job of adjusting a belt or even removing a link or half a link, than have the impossible task of patching a worn-out belt so that it will give a false hope of service that it can never actually render.

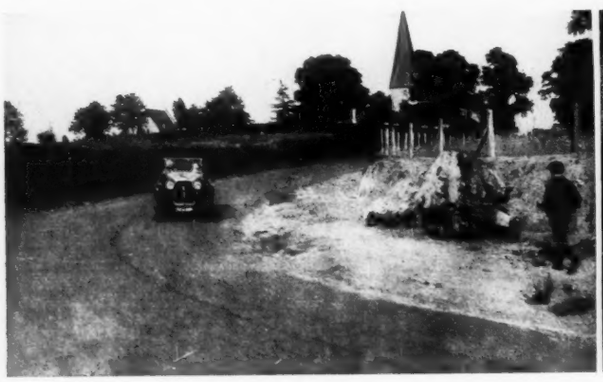
In the matter of what may be regarded as strictly mechanical equipment, *i.e.*, special attention to the engine, I think that little is necessary. It used to be the thing—and quite the right thing—to advise owners contemplating a tour to take a spare contact breaker for the magneto, a stock of spare sparking plugs, a few engine valves complete with springs, and goodness knows what not besides. One or two sparking plugs are certainly useful things to carry because although plugs give very little trouble nowadays, they are just liable to failure and better be unnecessarily prepared than be found wanting and stranded for the lack of a spare that is very easily carried. But other spares are likely to be mere encumbrances.

SPARE OIL AND PETROL.

When a car has its special fancy in lubricating oil a gallon or so of this should be taken on a tour because some of the brands of lubricating oil are not obtainable in out of the way places, and it is asking for trouble to serve an engine engaged in particularly exacting work with lubricating oil that does not suit it. The oil may be carried most conveniently by means of one of Wakefield's oil-can carriers which fits on the running board. There are numerous brackets for similarly carrying a spare can of petrol, but some of them are anything but satisfactory. The best that I have so far encountered is sold by Messrs. Brown Brothers, Limited, of Great Eastern Street. I have had one in use for several years—never once has it worked loose and never once has it refused to open on a touch of a finger. It may be rendered doubly secure by a padlock, but the use of such I have never found to be necessary. Be very suspicious of those petrol can carriers that need to be screwed up every time a can is inserted and have to be unscrewed before it can be removed. Such a one was fitted to the car that took me through the Scottish Six Days' Trial, and half the time I had to be leaning over the car to make sure that the petrol can was secure, and I was continually either screwing up the carrier or just retrieving the can as it was on the point of falling off and completing non-stop sections with the can on the floor of the car between my feet. Above all things avoid the hateful snare of having the interior of the car packed up with spares. Many a tour has been spoilt by the passengers being deprived of comfort by loose equipment playing round their legs. J

SOME DESIRABLE ROAD IMPROVEMENTS

IN many parts of the country wise and extensive road improvements are in progress. In others there is obvious squandering of money on the roads in a way that promises to benefit very little, if at all, any class of road users. The satisfactory repair of roads that have been allowed to fall into neglect is always a difficult and expensive undertaking, but still more expensive in the



A TYPICAL CORNER IMPROVEMENT BETWEEN ALDERSHOT AND GUILDFORD.



A PREVIOUSLY OPAQUE CORNER BETWEEN MAIDENHEAD AND GREAT MARLOW, NOW RENDERED "TRANSPARENT" AND SAFE.

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CORD TYRES

Now obtainable through all garages

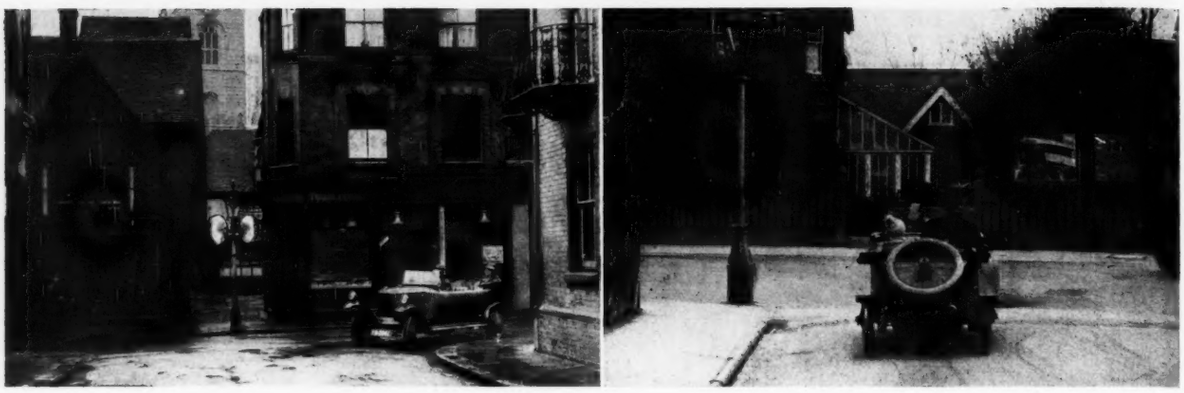
Reduce your tyre troubles 90 per cent.

Halve your tyre cost per mile, and reduce your petrol consumption.

DUNLOP CORD TYRES
guarantee the user an all-round tyre efficiency unknown to earlier types of tyre.

ASK THE OPINION OF ANY USER OF DUNLOP CORDS.





TWO EXAMPLES OF THE WARNING MIRROR.

Those of the convex type are in Ashford, Kent, and the flat ones in Woking, Surrey. Both serve the object of revealing to the driver approaching them at right angles the traffic along the road that he is about to enter.

long run and more unsatisfactory all round is inefficient repair or mere temporary patching up of bad roads, such, for instance, as is to be seen in that notorious road area of the Chertsey district of Surrey. Here roads as a general rule are left untouched for years, so that when their repair finally becomes absolutely inevitable, it is probably a more expensive and a more difficult undertaking than it would have been if tackled sensibly at an earlier date; or alternatively roads rotten from their foundations are being continually patched up on their surfaces, with the inevitable result that in a very short time they are as bad as ever and the money spent on their repair has been entirely wasted.

Road widening is a very desirable improvement, and a recent tour in the Scottish Highlands revealed that even in this comparatively deserted section of Great Britain it is being extensively conducted. But, in our own opinion, a more pressing need is the elimination of dangerous bends and corners. Now that mechanically propelled traffic, fast moving in spite of an obsolescent speed limit, constitutes the greater part of our road



WIDENING OPERATIONS ON THE LONDON MAIDSTONE ROAD.

Humber

11·4 h.p. 2-Seater (with double dickey seat)	£595
11·4 h.p. 4-Seater Touring Car	£620
11·4 h.p. Coupé (with double dickey seat)	£725
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15·9 h.p. 5-Seater Touring Car	£850
15·9 h.p. Saloon-de-Luxe	£1,200

Humber All-Weather Equipment standard to all Open Models.

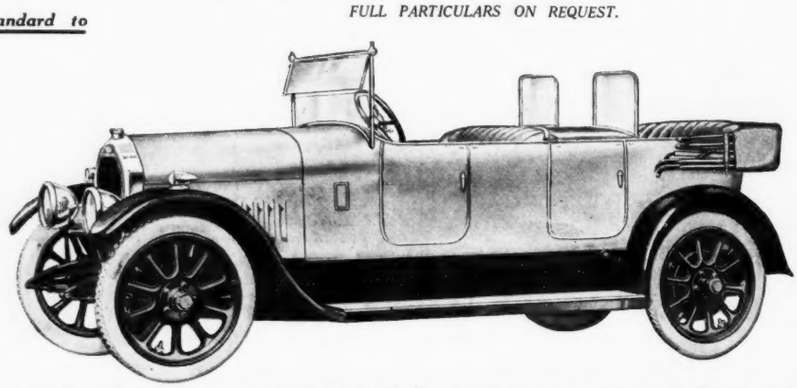
The Car for Comfort and Economy

While nothing is wanting in the matter of appearance and comfort to satisfy the most critical taste, every Humber model is primarily designed with a view to the utmost efficiency in performance and economy of upkeep.

Mr. H. Massac Buist, the well-known motoring authority, writes in the "Illustrated Sporting and Dramatic News," of May 13:

"Those who expect a car to provide them with adequate seating accommodation without endeavouring to imitate the lines of a motor charabanc have the very thing they want in the 15·9 h.p. Humber. Its lines are at once distinctive but unobtrusive. There is no question of the amplitude of accommodation. I should think the actual seating accommodation on the Humber Five-Seater is about as great in area as that provided in the average car listed as a Six-Seven-Seater."

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West End Showrooms and Export Dept.: Humber House, 94, New Bond Street, W. 1.

Repair Works and Service Depot: Canterbury Road, Kilburn, N.W. 6.



THE

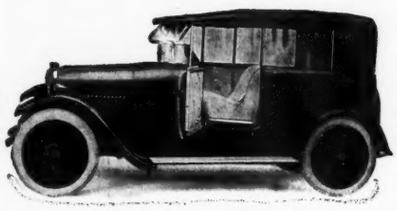
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LIGHTING & STARTING SYSTEM can always be relied upon to render the Motorist unfailing service, while the workmanship manifest in its construction, places it in a category consistent only with the reputation we enjoy

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THE 11·9 MODEL DE LUXE FOUR SEATER SALOON



Open or closed this carriage is of exceptional distinction. Finished in choicest material. Designed to carry 4 passengers. From 5 to 45 m.p.h.

SPECIFICATION:

Engine: 4-cyl. 69 × 120 = 1796 c.c. 3-speed Gear Box. Brolt Starting. Lighting Set. 30 × 3½ Dunlop Magnum Tyres. 5 Lamps are supplied. Leather or Cord upholstery. All Metal Head Fittings. Two doors are fitted, also Frameless Plate Glass Windows. Double V Fronted Screen. Mahogany Instrument Board with recess for miscellaneous articles. Floorboards covered with heavy Pile Carpet. Driving seat is adjustable. Both front seats of the chair type. Electric Light in Canopy. Head opened or closed —a matter of seconds. Weight of complete car 19 cwt. Petrol consumption 30 m.p.g. Tax £12.

PRICE: £650

ROADABILITY ASSURED.

A Trial Run with pleasure.

"BIGGER than most light cars EXCEPT in Price."

THE STAR ENGINEERING CO. LTD., WOLVERHAMPTON.

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OVER

40 MILLIONS ANNUALLY SPENT ON ROADS

Over forty million pounds sterling are to be spent on roads in 1922. What is the most economical way of spending this money? The Bitumen road, by reason of its great durability, is infinitely the most economical form of road construction. ***Its cost per yard per annum is substantially less than that of other forms of construction having a lower initial cost.***

FISHERMEN are interested in Bitumen for road construction because Bitumen ***does not poison fish.*** The Ministeries of Agriculture & Fisheries, and of Transport, recommend asphaltic Bitumen for road construction because it is non-injurious to fish and vegetable life.

MOTORISTS are interested in Bitumen for road construction because it does not melt or become sticky in hot weather, or "lick-up" and spoil the paintwork of the car. The smooth, resilient road surface of Bitumen means reduced running costs and fewer repairs.

THE ANTI-WASTE PUBLIC are interested in Bitumen for road construction because of its longer life and greater economy. Bitumen does not readily oxydise or disintegrate, and is insoluble in water. Hundred-ton units have passed over newly-laid Bitumen roads without damage to the surface. A section of the Great North Road constructed with Bitumen is still giving excellent service, although no less than 662,000 tons of traffic have passed over it since 1915.

THE

MEXPHALTE

BITUMEN ROAD IS THE

ANTI-WASTE ROAD

SPRAMEX is specially-prepared Bitumen for Road Dressing

ROAD ENGINEERS, SURVEYORS, AND OTHERS INTERESTED, ARE INVITED TO WRITE FOR FURTHER INFORMATION

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B 2

usage, the danger arising from blind corners is much more acute and serious than it was a few years ago. Considerable activity is being manifested in many places towards overcoming this, and we illustrate a few examples that we have encountered recently. The Roads Improvement Association has suggested to the Ministry of Transport that corners, as well as being made "transparent," should be banked, so that not only would their negotiation be made easier, but wear on the road be very much reduced. This step forward is not yet to be seen at all frequently, but occasional examples are encountered here and there, and certainly they will become more numerous as time goes on.

The warning mirror is now an old-established feature on many blind turnings, although the example that, we believe, was set by the Wiltshire village of Malmsbury is not being followed so rapidly as one might desire. Nevertheless, the two illustrated are quite good and useful examples, although as regards the one at Ashford, Kent, experience suggests that the apparent superiority of the convex mirror is actually very slight, a flat mirror such as is to be seen at Woking and at many other places being more satisfactory in service.

ROAD SENSE

IN view of the somewhat special circumstances that are attached to the use of the roads this summer, a few comments on the amenities of road behaviour may not be out of place. Topical importance is given to the subject by the discussions that are going on and which are expected to take an official complexion in the future on the pros and cons of the 20 miles an hour speed limit. At least one daily paper, in its perpetual search for sensationalism, is busily engaged in making out that the motoring community consists in the main of viciously disposed road hogs whose sole aim it is to drive all other would-be users of the road from the highway. Speaking as the result of several years experience and, we trust, fairly intelligent observation, we give it as our considered opinion that road hogging among private car owners is not by any means so common as certain parties to present discussions would have us believe. The taxi-driver in town, the driver of the light delivery van in town and country, and the driver of the heavy goods carrying vehicle in the country, to us, appear to be responsible for more than 98 per cent. of the road hogging and dangerous driving that is to be observed.

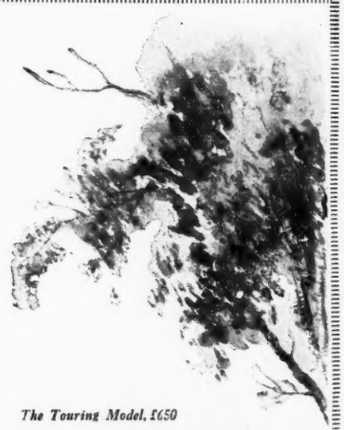
Only a week or two ago on a Scottish road a baker's motor delivery van was being overtaken by a private car, both the vehicles travelling at quite modest speeds, when it became apparent that the delivery van was gradually making to the right-hand side of the road. In the absence of any signal the natural presumption was that it intended to come to rest there; but just as its speed had fallen to zero, just as it had reached the right-hand extremity of the road and just as the other car driver decided to pass on the near side, the delivery van took a sharp turn to the left, right across the road to enter a private drive. It is driving like this that is really dangerous and that causes bad accidents, and it is the paid driver of other people's vehicles who seems to be the greatest offender.

The 20 m.p.h. speed limit is now seldom enforced except in the Royal parks of London, but if the example stated to be set by the police of Morcambe, Lancaster and the Lake Districts of Lancashire is extensively followed, one may prophesy hopeless and tragic chaos on our highways. Apparently a policeman and a police sergeant are given a motor cycle and side-car with which they patrol the roads, following any car for some miles if they consider it is driven at too high a speed, or is being driven culpably in any other way. After hanging behind an offending vehicle for a long enough distance to provide them with the evidence necessary for a conviction, the police open out their machine, pass the other and then bring it to rest apparently by obstructing the roadway ahead of it. The actual bringing of the offending vehicle to rest is immaterial; what is material is that it is difficult to see how two wrongs can make a right, and if a car is being dangerously driven the risk that it causes to others present on the roadway is not likely to be lessened by the presence of a motor cycle and side-car driven still faster than the prime offender which it is attempting to catch. One would imagine that however much to the common danger that driving of a car might be, that of the motor cycle and side-car must be still more so.

To us it seems that road hogging can only be effectively checked in those areas where the majority of the traffic consists of private cars and motor cycles by posting experienced police observers at various danger points. A system of telephonic communication by which offenders could be stopped further along the road would be much more effective and less productive of further public danger than would the despatch of comparatively inexperienced police motor cyclists after the offender, as in this characteristically fantastic Lancashire example.

Road sense is one of those things that can only be acquired by an inbred

Arrol-Johnston



To mention a few of the refinements of the "Arrol-Johnston" 15·9 Car, there are the graceful body lines, the luxurious antique real leather upholstery, the 12-volt C.A.V. Lighting and Starting Set, and the well-stocked tool tray neatly concealed in the running board.

These are details. But they demonstrate the good taste and thoroughness with which every "Arrol-Johnston" Car is designed and built.



Touring Model	£650
All-Weather ,,	£795
Saloon ,,	£850

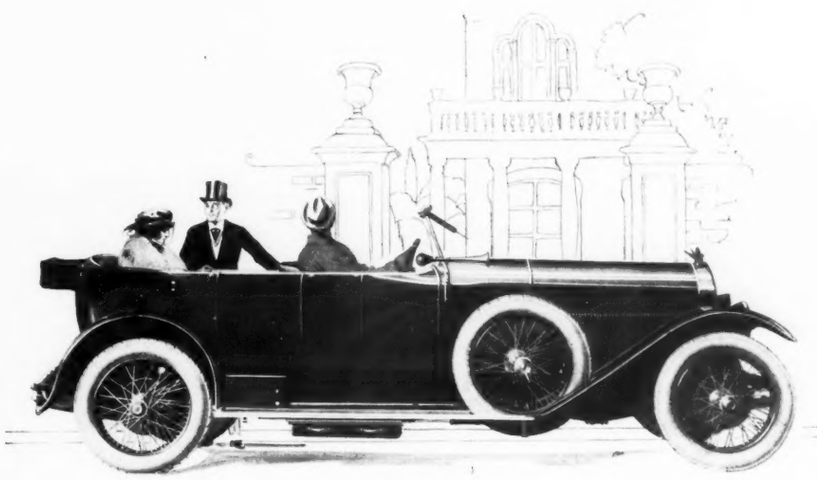
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The Touring Model, £650



ISOTTA FRASCHINI IF MILAN



ISOTTA FRASCHINI

ITALY'S masterpiece of engineering — the great straight 8. To the giant power and silent strength of this Car the longest and steepest hills seem but a gentle sloping of the ground. Its swift and silken acceleration and deceleration, the braking on all four wheels simultaneously, the great power and remarkable simplicity of its engine, make it the ideal car for Town or Touring. The long, beautiful body and effortless speed of the Isotta Fraschini instinctively suggests "The Greyhound of the Road."

FEATURES OF THE 35·8 h.p. ISOTTA FRASCHINI.

All 8 cylinders vertically in line—brakes act on the four wheels simultaneously—wiring leads, manifolding piping, etc., reduced to the least possible limit—exceptionally few components—Speed, 80 miles per hour. Chassis, £1,550. Touring Car complete, £1,850

Orders for these chassis, of which 30 only are available for Great Britain and Ireland in 1922, will be filled in strict rotation. If you are interested, write for the Isotta Fraschini brochure, or call at the Showrooms, where trial runs will be arranged.

Sole Concessionnaires for Great Britain and Ireland for the Isotta Fraschini & C.M.N. Cars

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STRANGEMAN

ADAMS

spirit of courtesy supplemented by actual experience on the roads. To drivers who lack either of these essentials one can only offer a plea that they themselves will do their best to make good the deficiency as quickly as possible. The enormous increase in mechanically propelled road traffic is presenting new problems every day, and artificial solutions and ill-calculated legal measures will never be effective in a truly and sensible repressive direction unless drivers themselves co-operate. If they do not so co-operate, the result may be unfortunate for the whole road using community, for in this as in other things, the whole will suffer for the sins of a small minority. We are on the verge of new motoring legislation that promises to be prompted by a more intelligent spirit than that which has formed the basis of similar legislation in the past. That spirit will be killed before it is weaned if the community that stands to benefit from it does not do all that it can towards its fostering.

THE NEW CAR

AT this season of the year many motorists will be taking delivery of new cars, in many instances also their first, and a few hints and suggestions as to the treatment that should be meted out to such a vehicle if one is to have a reasonable hope of getting the best possible from it may be welcome. A recent note in these pages mentioned the great improvement that developed with one of our super cars, to wit, the 24 h.p. six-clyinder Sunbeam after its first 1,000 miles. No car in the world will give of its best when it is brand new, and if this is true of such a high-class vehicle as a six-cylinder Sunbeam, how much more is it in the case of cars of which every penny in the production costs has been most carefully considered and cut down.

No matter how carefully the car be constructed and how extensively each detail may be tested before being assembled in the chassis, the parts have not properly felt themselves or, as it were, settled down to friendly relations with each other until they have had the benefit of many miles' travelling companionship. A pair of pinions designed and constructed to work together will never do so as well when they are first introduced as when they have satisfied themselves as to each other's suitability for co-operative effort. Crankshaft bearings in particular need careful handling until they are all bedded down, as the process is described. Aluminium pistons need even more careful usage, and the intelligence and delicacy with which a new engine is used have an enormous bearing on its subsequent life and behaviour.

The modern necessities of rapid production and the lowest possible manufacturing costs prevent such elaborate and extensive testing of components and of the complete car as manufacturers themselves admit to be desirable. Inevitably much of the preliminary testing of all but the most expensive cars must be accomplished by its new owner. Road testing costs money, and if it has been adequate the purchase price of the car bears ample witness of the fact. To be on the safe side, every owner of a new car should take it for granted that his acquisition has had practically no road testing, and he should drive it for the first 250 miles without once exceeding 30 m.p.h. or open the throttle more than half, and for the next 500 or 600 miles he should never keep the accelerator pedal fully depressed for more than a few seconds. After 800 miles or, to be on the safe side 1,000, the car may be taken to be well run in, although the running in process will continue to some extent for the first 1,500 or 2,000 miles of the car's life.

SOME SIMPLE PRECAUTIONS.

After the first 200 miles on the road every nut and bolt on the car should be gone over with a spanner. If it is a good car none of them will have worked loose; if it is a bad car there may be several that will do with a few turns. In any case, the precaution involves but little trouble, and as it may avoid serious disaster, it is well worth while. The steering gear, suspension and brake connections are the most vulnerable points of a car in this respect.

A careful owner will, after 400 or 500 miles, empty all the oil out of his engine and after swilling this out with paraffin refill it with fresh oil of the brand recommended by the makers of the car. With the very best and most expensive cars, say those of which the chassis costs more than £1,000, this precaution may be unnecessary because such machines will have had ample bench and road testing before they are handed over to the purchaser, but with all others it is a very simple precaution that is very easily taken and, incidentally, it is of special necessity and value in the case of air-cooled engines.

On many modern cars the chassis carries in all sorts of inaccessible places greaser cups or other means of lubricating certain moving parts such as the clutch spigot, steering box and brake and clutch pedals and the spring attachments. While the car is new each of these grease cups or lubricators should be given attention at least every 100 miles; after the first 500 miles periodical attention to these parts may be bestowed once every 200 miles, but if ever a stitch in time saved nine, it does in the case of motor car chassis lubrication.

Delaunay Belleville

"The Car Magnificent."

NOTICE!

Owing to reduction in cost of manufacture equally operating abroad as well as in the United Kingdom, we are able to announce a substantial reduction in the prices of the world-famed Delaunay-Belleville Chassis. As from April 1st last, prices are reduced as follows:

CHASSIS	TREASURY RATING	OLD PRICE	REDUCED TO	DELIVERY CHASSIS
12 h.p., 4 cyl.	12.8 h.p.	New Model	£620	June
25 h.p., 4 cyl.	24.8 h.p.	£965	£840	In 2 weeks
20 h.p., 6 cyl.	22.6 h.p.	£1075	£980	do.
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Quotations given for any type of body with delivery date of complete car.

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UNNECESSARY weight in the construction of a motor carriage means a useless load is carried on each journey, equivalent—in some cases—to 3 passengers.

You know the effect this has on the general running of the car, its acceleration, fuel consumption and tyre wear.

In the new 40-50 h.p. Six Cylinder Napier *all unnecessary weight has been eliminated without loss of strength.*

Our unique experience in the design and manufacture of the world famous 450 h.p. Napier aero engine has enabled us to produce a chassis which develops 80 b.h.p., and only weighs 25 cwt.

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Prices: 11 h.p. (Rating 13.9) 2-Seater, £515; 4-Seater, £525.

Send for particulars.
The Standard Motor Co., Ltd., Coventry.
London Showrooms .. 49, Pall Mall, S.W.1.

COUNT THEM ON THE ROAD

AN OWNER'S OPINION of THE PACKARD
(TWIN SIX)

12, KENSINGTON PALACE GARDENS,
LONDON, W.8.
MAY 18TH, 1922.

THE W. C. GAUNT CO.,
198, PICCADILLY, W.1.

Dear Sirs,

"I have driven a Twin-Six 'Packard' with eve y satisfaction for the last three years. As a runabout for London, and at low speeds, it is most excellent, owing to its great flexibility and acceleration.

"To give it a test, which I consider a car of this standard and power should accomplish, as a touring car, I set out last April to endeavour to drive it from Cannes to Paris in a day: I did it in sixteen hours. I had no mechanical trouble whatsoever, and only stopped for petrol and changing tyres. The rare necessity for gear changing; the fine acceleration, allowing one easily and quickly to reach a speed of 75 miles per hour, enabled me to obtain this satisfactory result, at the minimum of fatigue."

Yours truly,
(Signed) ROCKSAVAGE.

SHOWROOMS:
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Telephone: GERRARD 713.

SALES MANAGER **LEONARD WILLIAMS**

THE DETACHABLE WHEELS.

Frequently it is recommended to the cautious owner of a car that he shall periodically remove his detachable wheels just to ensure that they will come away easily when a tyre change is necessary on the road. This precaution of periodical wheel removal is particularly necessary in the case of new cars, because the wheels are generally quite tightly fitted at the factory and frequently the hubs and their mountings are not fully lubricated. Therefore, it is to be recommended most strongly that wheels should be removed when a car has done 500 miles and their interiors generously greased if they do not display evidence of having had plenty of grease as they come away. This process need not be repeated uutil another 1,500 miles have been covered, or until the car has been in use for, say, three months, whichever happens first. Afterwards detachable wheels should be removed periodically every 2,000 miles or every two or three months during the whole of the car's life, and this is particularly important if the car is being used at all extensively in bad weather or over very wet roads.

Some of the precautions suggested in this note may sound rather "far fetched," but as evidence that they are not so fanciful as they may seem to the careless owner on the one hand, and to the very experienced owner on the other, may be mentioned a case recently recorded by the *Motor*.

"A well known dealer has a story to relate about a man who purchased a car and ran it for 1,000 miles or so with every satisfaction. He then called on the agent and asked whether he should give any attention to the car in the way of lubrication, etc., after it had been in use a little while. He asked whether he should fill up with oil, and when he should refill the grease cups, put distilled water into the batteries and so on. He fairly amazed the dealer, however, when he said to him: 'By the way, there is just one point I want to ask you about. How often should I pump up the tyres?' One, it may be remarked, was almost flat."

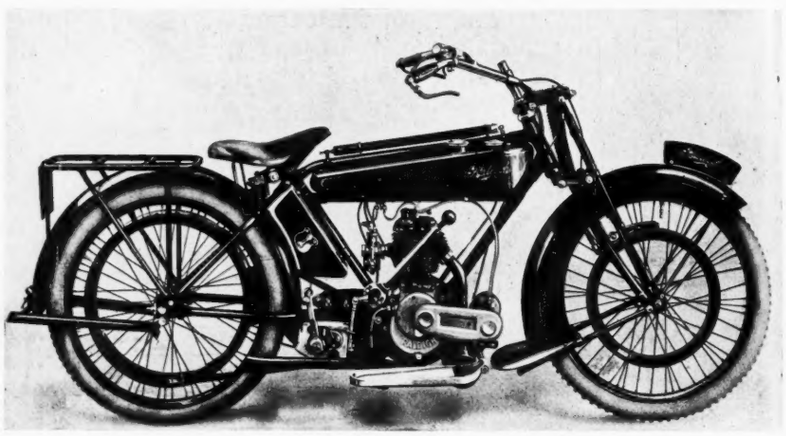
TYRES.

Tyres have not been dealt with specifically in this note because several hints on their up-keep have appeared in these pages from time to time, but this extract from the *Motor* serves as a reminder that tyres should not be overlooked, although they frequently are. The secret of success with any tyres on any car is that they should be kept inflated at the pressure recommended by their makers for the load they have to carry. Running tyres at less than this pressure may improve the riding qualities of the car, but such improvement will be attained at the comparatively high expense of a much reduced tyre life.

THE JOY OF MOTOR CYCLING

ALTHOUGH many years ago I had a bad attack of the "fever," I cannot by any stretch of the imagination now be described as a motor cycling enthusiast. I remember that a good "motor bike" on a good road and on a fine day used to be regarded by me as bringing one very near to the summit of human enjoyment, but the limitations of the motor cycle gradually outweighed its attractions in my maturing mind, and for years I eschewed the implement and the pastime as things beyond or beneath my notice.

But fortunately for myself, and I hope fortunately for at least one or two



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ROLLS-ROYCE CHASSIS
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The World's Best Car

OVER 100 of these superb cars may always be seen completed, and in the course of construction for customers, at Barker's Coachworks, Olaf Street, Shepherd's Bush.

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NOTHING is so hard on your car as the congested traffic near the race-course. It can only crawl and must stop every few yards with the engine idle. That is the time when you must have the "Best Possible"—the motor spirit which gives sweet running at low speeds and picks up immediately when the chance comes.



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of my readers, the Raleigh Company of Nottingham is a very progressive firm with a most persuasive London manager, with the result that in considerable fear and trepidation I found myself astride a 2¾ h.p. solo machine in the wilds of Holborn one recent afternoon when traffic was at its thickest. What might happen to me or the machine before E.C. had become W.C. and W.C. and W. had in turn given way to the open country, if ever it did, was a contingency that I dared not contemplate. I trembled for the newsboys, the taxi-drivers and even the 'busmen, but much more for myself, as, on the instructions of the assistant at the Raleigh depot, I put the gear lever in what he told me was bottom, but which transpired to be top, and gradually let in the clutch. The mistake in the gear lever positions was soon solved, for the 2¾ h.p. Raleigh has only two speeds and its clutch is operated through a Bowden wire from a lever on the handlebar. Much to my surprise and relief I very soon felt entirely at my ease on the machine and was soon threading my way through Holborn traffic with all the sang-froid in the world and, so it seemed to me, with consummate skill. Suffice it that by the time Cambridge Circus was reached the machine and myself were in entire sympathy, and I actually began to feel sorry for the poor car drivers as I slipped past them in the traffic and left them wondering at the acceleration and controllability of the 2¾ h.p. Raleigh.

The fates were kind and during the three or four days that I had this machine on test there was not a spot of rain, and I spent most of the period in the saddle. Even the docility and vim of the 2¾ h.p. Raleigh would not tempt me on to the road on a motor cycle in wet weather. The sense of freedom and the pleasurable feeling that result from having such a powerful and controllable beast under one as a really good motor cycle is a thing that has to be experienced to be believed. No car that I know can give it; the 30–98 h.p. Vauxhall comes nearest to it perhaps, but with all due respect to that magnificent car, it is a very poor nearest. It is not merely that the motor cycle is fast, for the pleasure of motor cycling may be experienced to the full without the rider's once exceeding the modest speed of 30 m.p.h. It is the controllability of the machine, the ease of its handling and the sensation that it gives, however fallacious this may be, that nothing in the way of roads and hills can be beyond its capacity.

The machine that I was riding was unfortunately not fitted with a speedometer, and so an authoritative pronouncement of its speed capacity is impossible; but I do know that I found no difficulty in passing a car which its driver afterwards told me was doing 40 m.p.h. I do know that I made an ascent of Brooklands test hill from a standing start at a speed that not many cars would surpass, although in fairness I must add that taking Brooklands hill on a test ascent in the ordinary manner—*i.e.*, approaching it at some 18 or 19 m.p.h. on top gear and changing down to bottom when necessary—I only just managed to crest the hill. Another half a dozen yards and the last bit of 1 in 4 gradient would have proved too much for the Raleigh.

A STRAIGHTFORWARD SPECIFICATION.

This Raleigh has a single cylinder engine with a bore and stroke of 71mm. by 88mm., giving a capacity of 348 c.c. The tax on motor cycles is determined by weight and not horse-power, as in the case of cars, and that on the Raleigh is £1 10s. per annum. I do not propose to enter into the details of Raleigh design and will be content with specifying a few of the features that impressed me most. The general lay-out of the machine and the design of the engine may be regarded as quite conventional, although the employment of an outside flywheel for a four-stroke engine, while not a novelty is not altogether standard practice. There is much to be said in its favour, and provided the crank-shaft bearings are well up to their work, very little against it. In the case of the Raleigh it certainly justifies its existence, and the remarkably easy starting of the engine is probably in no small measure due to it. Never once did the engine fail to fire on the second kick on the kick starter first thing in the morning, after the carburettor had been flooded.

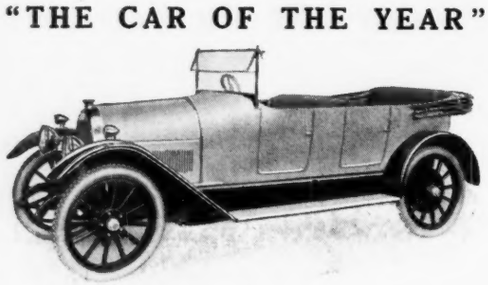
The two-speed gear-box in which is incorporated the kick starter and clutch is between the engine and the rear wheel, the drive from the crank-shaft to it being by means of a chain and from it to the rear wheel by belt. Belt drive for motor cycles is rapidly falling out of favour, but in the case of moderate powered machines the limitations that are causing its being discarded on higher powered motor cycles do not apply, and the life of a belt on a machine of this type, even before a single breakage occurs, should be several thousand miles.

ACCESSIBILITY.

Accessibility has been carefully considered by the Raleigh designer, and in this he has shown himself considerably more alive to the needs of the times than many of his contemporaries, for it must be admitted that although accessibility on the motor cycle is much easier of attainment than it is on the car, it is less frequently offered. As an instance of this point of design may be mentioned the braking system. On each wheel the brake consists of a fibre block working *inside* the belt pulley groove in the case of the rear wheel and on a similar pulley specially provided for the purpose in the case of the front wheel, so that in neither case does the brake block impede wheel

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removal. As the shoe of the brake in the case of the rear wheel operates above the stay on which it is pivoted, the brake is remarkably effective, although for myself I would much prefer toe operation to the heel pedal which is provided. The front brake, although neat in design, is not particularly efficient, which may be deliberately aimed at by the makers, as a very powerful front brake on a motor cycle can have most undesirable consequences. The wheels are for 26in. by 2¼in. tyres, a quite adequate size for a machine of this type; and the rest of the machine is constructed to a standard and embodies a finish that makes one wonder how it can be done at the price of £68.

THE LIMITATIONS OF THE MOTOR CYCLE.

At the beginning of this note I referred to the limitations of the motor cycle. They are first and most important of all, the absence of ample weather protection, which it must be admitted is a limitation that would appear to be inherent in the motor cycle, for it is difficult to see how it can possibly be overcome; and, second, the difficulty of carrying small parcels on a machine ridden solo. For this latter the Raleigh designer has done what he can by stowing away the tool kit underneath the saddle, so that it does not impede the luggage carrier and articles that may be strapped on to it. The motor cyclist who wants to carry articles too large for his pocket, but too small or too delicate to allow of their being strapped on to the carrier, must have recourse to a knapsack on his own back. But this limitation does not affect the touring value of the machine, for luggage, in the narrow sense, may easily be accommodated on the carrier, or quite a useful amount of it can be stowed away in one of those collapsible carrier bags that can be purchased from any of the large accessory houses.

Given fine weather, there is no vehicle that can approach the motor cycle as a touring vehicle of sheer joy. It can go where no car can attempt to go; it can go everywhere where any car can go, and where roads are bad the motor cyclist scores over his *confrere* at the wheel of a car in that he can dodge ruts and bumps and save his tyres and his own skin. For the solo rider who wants ample power to take him anywhere, but who is not obsessed by the desire for frantic speeds, I can think of no better machine than the Raleigh at anything like its price. As is usual, of course, with motor cycles, the price at which the cycle is sold does not include any equipment, and after paying £68 for the machine, the purchaser will have to lay out another £10 note for lamps, horn and speedometer, although the latter is still regarded as something of a luxury of solo motor cycle equipment.

W. H. J.

The British Dyeing Industry.

ATTENTION is once more being directed to that important national asset, the dyeing industry, and although we have referred to the subject on previous occasions, we feel that it is of such importance as to justify a recurrence to it from the motoring point of view. The inter-relation of dyeing with motoring and the general national welfare is not altogether self-evident. Briefly it consists in the fact that the coal tar by-products resulting from the manufacture of dyes constitute an excellent motor fuel, to wit, benzole or benzene, and a most important basis of modern explosives, to wit, toluol or toluene. Of the many wonderful and clever things that Germany has done nothing is more deserving of admiration, at least from the point of view of the German, than the official encouragement given to the dyeing industry by the Government of the Fatherland.

Long before the war, when the potentialities of the dyeing industry in these directions were appreciated by only a few far-seeing men in Great Britain, regarded by their compatriots as cranks, Germany was straining every nerve towards the establishment and development of a vigorous dyeing industry. A large proportion of the raw products that are employed for the industry was imported from England, and rumour had it that in our Pottery District there were large establishments manufacturing coal tar products, the whole of which were exported directly to Germany, because no market was available for them in England. Ostensibly these products were used for the dyeing industry, but we now know that although they were used for this purpose, they were also used to help in the establishment of a great reserve of explosives and a useful fund of motor fuel. If it had not been for her dyeing industry, Germany would have been defeated in the war several years sooner than she actually was. Her dyeing industry provided the material for her explosives and the fuel for her motor cars and aeroplanes,



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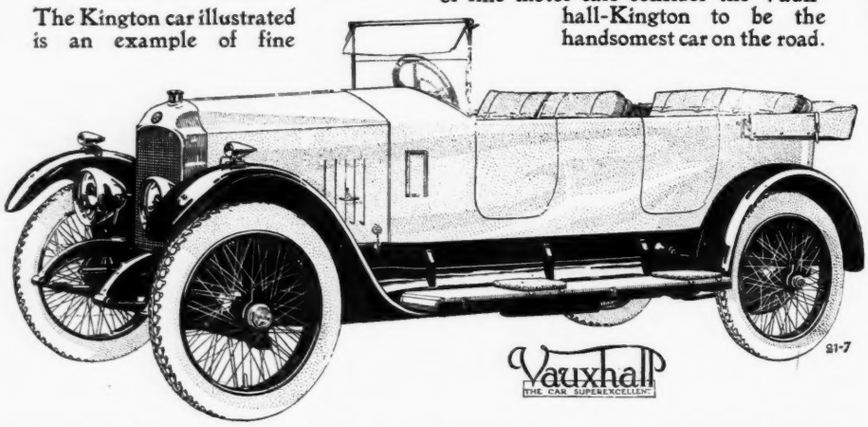
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the lack of which was a serious handicap to the Allies. One has only to mention the panic-prompted, if perhaps justifiable, legislative restrictions that were imposed on the use of motor spirit in Great Britain during the last two or three years of the war, and one has only to think for a moment of that very unpleasant subject—the tragic scarcity of munitions which so handicapped our efforts in the field.

It is for this reason that British motorists in particular and all Britons in general should be genuinely interested in the progress of a national dyeing industry. The few men who have done their utmost and have devoted their lives towards its establishment have had to fight against obstacles inconceivable alike in their magnitude, and in the ignorance that has prompted them. Only last month we had the regrettable experience of a talk with a Lancashireman who, in spite of his war decorations and his motoring enthusiasm, was loudly lamenting that any efforts should be made in his own country to supplant the German supremacy in the dyeing world. This may sound inconceivable, but it is a fact, and it is in order to do what we can to combat this unjustifiable ignorance and prejudice that we comment upon a subject of which the relation to motoring is, superficially at least, only indirect.

Crossley Cars for the Use of H.R.H. the Prince of Wales in Japan.

THE following cablegram was received by Messrs. Crossley Motors, Limited, Manchester, from their resident representative in India :—"Crossley Motors, Manchester.—Royal tour concluded. H.R.H. and all members of his Staff send thanks to you and congratulations on wonderful service given by cars and men. Not a single hitch throughout tour."

The twelve Crossley cars, which were the only official cars used by H.R.H. the Prince of Wales and suite throughout the Indian tour, have given the utmost satisfaction to the Royal party. Not a single involuntary stop occurred although the cars had to traverse the roughest roads; indeed, in some parts they were driven over country where no roads existed. No mechanical trouble of any description was experienced throughout the tour, and never once did the cars fail to perform their task in a manner which gave the greatest satisfaction to His Royal Highness and Staff.

His Royal Highness was so satisfied with the behaviour of the Crossley cars during his Indian tour, that he took two 19.6 h.p. Crossleys with him on the Renown to Japan for his personal use.

Service for Private Motorists.

THE British motor industry as a whole is making rapid strides towards rectifying the criticisms that were, until recently, levelled against it with perfect justice, that manufacturers did not show sufficient interest in the cars that they made once they had been delivered to the private purchaser. These commendable efforts towards the establishment of a highly developed service system have been pioneered in large measure by Messrs. Armstrong Siddeley Motors Limited, who have recently opened yet another depot at Leeds. Many other firms are following this excellent example and in all important towns one may see the depot of some well known manufacturer, where his customers may have their cars attended to by experts thoroughly conversant with the whole of the construction and mechanism of the car. Indirectly this service system removes what has hitherto been a genuine objection to the ownership of a car on the part of the non-mechanical would-be motorist. The average garage, though extravagant in its charges, is too often inefficient in its workmanship and these service depots of various firms provide a suitable counter to somewhat unscrupulous business methods.

Motorists as Special Constables.

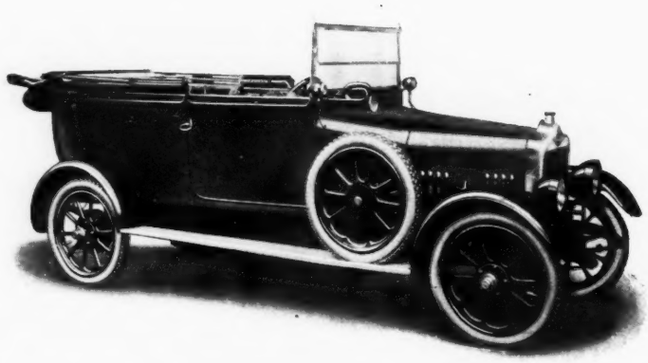
DURING the war the A.A. Section of the Headquarters Central Detachment of the Special Constabulary rendered most valuable services to the community, in connection with transport of men to special duties, air raids, etc., and these services were keenly appreciated by the Authorities and the public. It has been decided to bring the strength of the Section up to full establishment. The Senior Officers are Commandant Charles Temperley, O.B.E. (member of the Automobile Association Executive Committee) and Commander Lieutenant-Colonel Charles Jarrott, O.B.E., Vice-Chairman of the A.A. There are neither duties nor inconveniences of any kind in normal times. Owners of motor cars and motor cycles who enrol undertake to serve with their vehicles only in cases of public emergency. They are supplied with uniforms—including great coats, free of all charge, and simply "stand by." The normal period for which a member declares for service is three years, but shorter terms—in special cases—can be arranged. A.A. members and all motorists willing to serve should address applications for enrolment to the Recruiting Officer, Automobile Association, Fanum House, Whitcomb Street, W.C.2.

FOR TOURISTS IN SPAIN.

THE R.A.C. learns that the Real Automovil Club de España has established an Enquiry Bureau at Behobia (on the Franco-Spanish Frontier), where motor tourists may obtain gratuitous information regarding routes, mileages, hotels, garages, etc. Members of the R.A.C. presenting their membership cards are assured of courteous attention.

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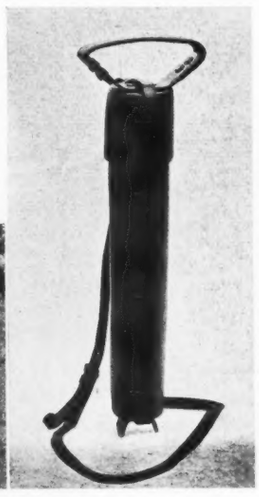
SHOOTING NOTES

A TIP FOR STALKERS.

By Viscount Knutsford.

EVERY stalker knows how his neck aches when spying. If there is a handy rock to prop one's head against it is always too high, too upright or too low. I have always used my empty telescope case as a prop, and have seen some few others do so; but it is not a satisfactory prop, because the top of the case is too small to make a good support for the head, and the bottom of the case takes an insufficiently firm hold on the ground. I explained my trouble to my ingenious and inventive friend, Mr. H. S. Souttar, F.R.C.S., and in a day he had designed an attachment which can be fixed to any telescope case, and it seems to me to be exactly what is needed. The accompanying photographs show it by itself and in use. It adds only 3 ozs. to the weight of the case and in no way interferes with getting the glass in or out, and it very certainly makes a steady and comfortable head-rest. I have given it to Messrs. Ross (late of New Bond Street), 13, Great Castle Street, who have taken out a provisional patent and will attach the rest to any telescope case for 15s.





THE TELESCOPE CASE HEAD-REST FOR DEER-STALKING.

[In case the illustration does not fully explain the head-rest attachment it may be interesting to explain that a flat piece of brass, having the general shape of a two-prong fork, is riveted to the cover of the case, and that a leather strap is stretched from the extremities so as to form a cradle for the head. The other end of the case has a double projection for gripping into the ground.—Ed.]

DO SHOT CHARGES EVER BALL?

There are a great many people who still hold the view that shot charges are at times liable to travel their full distance of flight in a solidly compacted ball, and they name various instances culled from sporting experience to prove that such occurrences are occasionally indicated. In the testing of patterns one frequently finds that a load of high powder pressure tendency will exhibit splashes on the plate which appear to be the result of three or four pellets, sometimes rising up to six, having travelled bullet fashion. My own plates are of such a thickness that they only show dents to the impact of buck-shot running eleven to the ounce. These are equal in weight to twenty-five pellets of No. 6, and must strike the plate at higher velocity than a ragged amalgamation of the same weight of game pellets. The plates in question have received some unknown thousands of charges. A neighbouring set of plates used for gun fitting consist of much thinner metal, and these have not been noticeably damaged by the hundreds of thousands of charges they have stopped. Years ago there were some authentic cases of galvanised iron situated at the side of a range being perforated by diverging balls, but this was sufficient to condemn the particular loading which caused the misbehaviour. Someone with whom I lately discussed the subject on these lines has written as follows:—"You have set me thinking about guns balling shot. I know now they do not do it, or you must have seen it at the target. The theory of shot sticking to the wadding does not explain. Even suppose it were so the wad, say at 30yds., would not penetrate, but act as a buffer to the shot. I have seen a rabbit on quite three occasions drop in its tracks at well over 30yds., his side ripped up, and inside laying on the ground, smashed far worse than any bullet could have done. Now, what did it? Was it possible for the shot to string through, say, an air pocket or some rarefication of the air just where the charge was going. I have never seen it serve a bird in the same manner." I might add on my own that I have seen a bunch of feathers stripped off a bird by what must have been the felt wad, this at near ranges. M. B.

THE IMFORTANCE OR OTHERWISE OF SHOT SIZES.

I have just completed an interesting set of calculations, the object of which is to set out the relative sizes of shot pellets in simplified form. We all know the conventional pellets-per-ounce tables in which they are set out, but the human brain soon gets into a tangle when attempting to visualise their difference. I start off by treating a pellet of No. 6 shot as unity. Taking the larger sizes first, No $5\frac{1}{2}$ is 13 per cent. heavier; No. 5, 24 per cent.; No. $4\frac{1}{2}$, 36 per cent.; No. 4, 60 per cent.; with No. 3, running 140 to the ounce, as nearly as possible equal to two No. 6 pellets. The smaller sizes I take as a per cent. of No. 6. Thus No. $6\frac{1}{2}$ is 90 per cent.; No. 7, 80 per cent.; No. $7\frac{1}{2}$ (at 380), 72 per cent.; No. 8, 60 per cent.; No. 9, 47 per cent.; and No. 10, 32 per cent. The whole thing does not convey very much meaning, for no matter what these shades of difference between neighbouring sizes may imply, they are as nothing to the differences of result which arise in the quality of marksmanship exercised by the shooter. That, in fact, is why so many people have their favourite size, and, if good shots, prove by the result how wise is their selection. The mounting and discharge of a gun is a curious process. It is entirely lacking in grace and in suggestion of a skilled process, yet watch a novice or one who does it wrong. In golf an immense amount of importance is attached to every detail of position and motion. Yet shooting knows none of this drill; at least, I for one know of no manual on the subject, nor have seen any prolonged attention devoted to inculcating the lesson. Another funny thing about shooting is the remarkable difficulty of teaching a novice to perform the simple series of motions in an easy and correct fashion. M. B.

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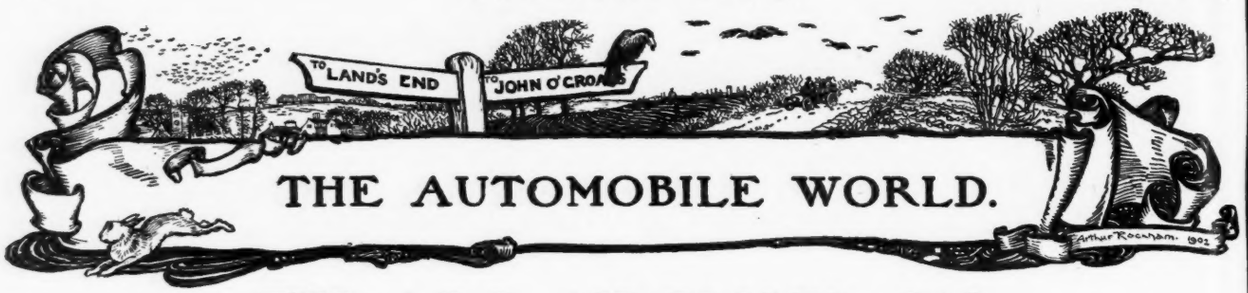


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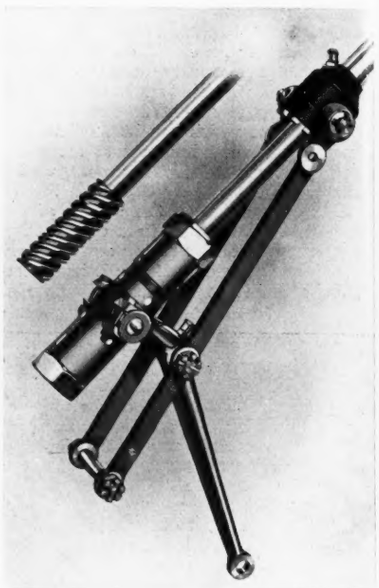
THE AUTOMOBILE WORLD.

THE A.B.C. AIR-COOLED CAR

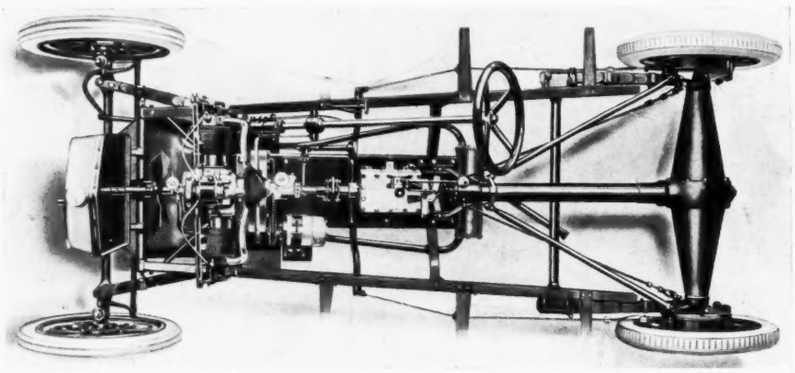
THE A.B.C. deserves the distinction of having played an important part in pioneering air-cooling for motor car engines in its modern form. In spite of the fact that air-cooled cars have given and are continuing to give entirely satisfactory service under the most widely varying conditions both in Great Britain and abroad, there is still a section of the motoring community that regards air-cooling as something in the way of an untried innovation and something which needs to be regarded with at least a careful suspicion before it can be accepted as justifying an outlay in hard cash. Therefore, a few words on air-cooling in general before we get down to its behaviour in particular, as exemplified by the A.B.C. car, may be welcome.

As with other things, the practical merit of air-cooling depends in large measure on the way in which it is carried out. It is to this fact and to an incomplete recognition of it on the part of designers and car manufacturers that much of the dissatisfaction with air-cooling that exists in certain quarters may be traced. Any car that is made carelessly will fail to give satisfaction in service, and with any type of car in its more or less experimental stages inefficient manufacture is much more probable than it is with a car of which all the features of design are conventional and have been thoroughly thrashed out and tested by years of evolutionary development. The fact that one of the motives that prompts the adoption of air-cooling is its cheapness as compared with water-cooling contributes materially to unsatisfactory manufacturing methods. A manufacturer engaged on a car that is not merely new in design, but is also intended to be produced and to be sold at the least possible cost, is much more likely to be entrapped by the pitfall of poor quality than is one whose manufacturing methods and selling prices are not restricted by the appeal of the product to slender purses.

Thus it has come about that in proportion to the numbers of the various types on the market, more unsatisfactory air-cooled cars were produced than water-cooled, and, as is always the case, the design has suffered in reputation from the defects of a few of the cars in which it was applied with only partial success. But experienced users of really well constructed air-cooled cars are generally agreed that, on the whole, the air-cooled engine scores materially over the water-cooled. The old bugbear of overheating has long ago disappeared, and it is a fact that a good air-cooled engine will put up as meritorious a performance under the most gruelling conditions of road and gradient on a broiling hot day as will the average water-cooled engine. The two essentials for the successful application of air-cooling are that the cylinder barrels shall be made of high quality material and of the highest attainable degree of uniformity; and second, that the lubrication system shall be truly efficient. Given the full satisfaction of these requirements, there is in no aspect of performance any material inferiority of the air-cooled as compared with the water-cooled engine. We say "in no aspect of performance," meaning rather performance as interpreted in terms of engine power output for a given capacity and fuel consumption. There is certainly one detail in which the air-cooled engine always has been and, as far as one can say, always will be inferior to its water-cooled rival. This is that the absence of water jackets removes a very valuable and important sound damper. The inevitable clatter of valve gear is largely boxed in by water jackets, and when these are absent it reaches the ears of the occupants of the car. Thus on the score of silence the average water-cooled engine scores heavily over the air-cooled, but here its *inherent* advantages terminate.



THE A.B.C. WORM AND NUT STEERING, THE FEATURE OF WHICH IS SENSITIVENESS.



PLAN VIEW OF THE A.B.C. CHASSIS, SHOWING ITS GENERAL ARRANGEMENT.

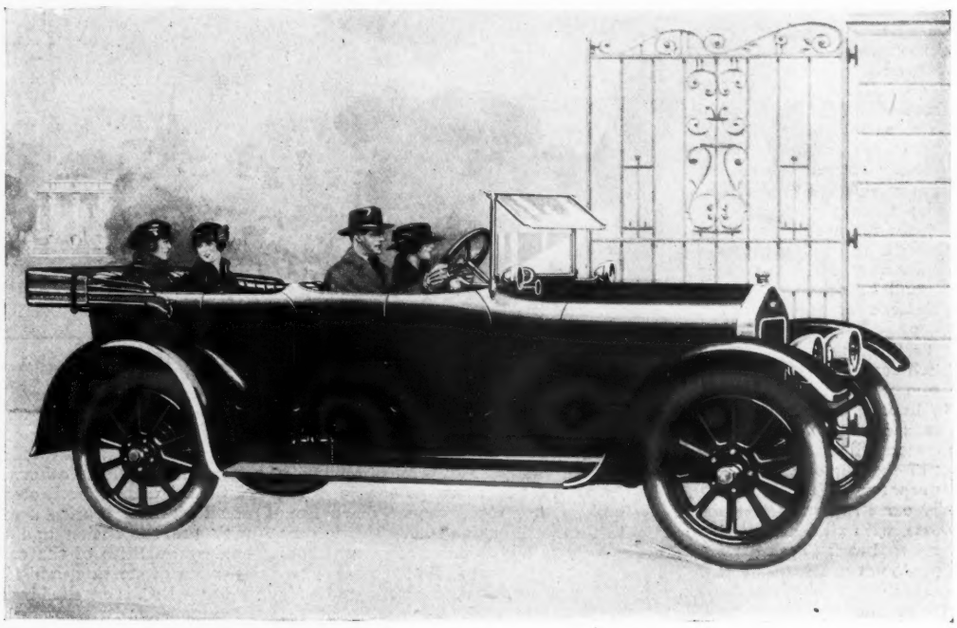
A.B.C. ENGINE CONSTRUCTION.

Referring to the A.B.C. as an example of the foregoing points, the cylinder barrels, including the cooling fins of its two-cylinder horizontally opposed engine are turned from the solid steel bar. Thus they possess a symmetry and a homogeneity that would be impossible of attainment by any other means, and the prevalent risk of unequal distortion under the action of heat is immediately obliterated. The heads are of cast-iron and, carrying the overhead valves, are deeply ribbed with cooling fins and are detachable. The bore and stroke of the engine are 91.5mm. —*i.e.*, it is what is known as a square engine—these figures giving an R.A.C. rating of 10.5 h.p., although double this figure is frequently exceeded on the brake, and we understand that A.B.C. engines with a brake horse-power in the neighbourhood of 40 are not by any means unknown. The engine is mounted transversely in the chassis. On the top of its crank case is the magneto; above the flywheel behind is the carburettor, which when the body of the car is in position is surely one of the most inaccessible carburettors to be found on any modern motor car. A long induction pipe—which is generally supposed, and quite rightly supposed, to be a weak point in design—appears to have no injurious effect on the behaviour of the A.B.C. The starting of the engine is certainly remarkably easy, and its fuel consumption —some 33 m.p.g.—taken in conjunction



THE VERTICAL GATE OF THE A.B.C. GEAR CHANGE.
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with the weight of the quite luxurious body with which the car is fitted, is not excessive.

A HIGH CLASS CHASSIS.

The A.B.C. chassis has quite justly earned for itself the distinction of being one of the very best light car chassis ever put on the road. Not only is its design throughout as advanced and as scientific as the most critical technician could desire, the standard of workmanship and the material embodied in it are comparable to those of our very best quality cars, irrespective of price. The back axle is a particularly good feature, the bridge type of construction being employed to ensure great strength with the lowest possible weight; in fact, scientific weight reduction may be regarded as the keynote of the design throughout the chassis, and it should be noted that this means weight reduction secured not by the paring down of parts with a resultant loss of durability, but accurate design to ensure that the parts shall be up to their work and the employment of the very best materials.

Reverting to the forward end of the chassis, the clutch consists of a steel plate held between two ferodo rings, and is a real pleasure to handle, or rather to foot. When free it runs on ball bearings and, in contrast to many light car clutches, can be held out of engagement indefinitely for coasting purposes. The gear-box, while technically excellent, providing four speeds and reverse, with all shafts running on ball and roller bearings and incorporating the speedometer drive, embodies the only feature of the car which we consider calls for really unfavourable criticism.

A STRANGE GEAR CHANGE.

This is that the gate through which the change speed lever works is quite different from that of any other car, being vertically instead of horizontally disposed. Thus, instead of moving the gear lever sideways through the gate, one moves it up or down, the lever itself being spring loaded. This is one of those departures from convention that, for ourselves, we regard as quite unjustifiable. Convention we look upon as a thing that should be observed unless there is any good reason for breaking away from it, and in this case no such good reason is apparent. The man who drives an A.B.C. and no other car will certainly soon master the change, and once it is mastered it is as good as most others, but until that time the process of changing gear is like threading one's way through the maze of Covent Garden traffic, or tackling the cross-country journey from Hendon Aerodrome to Brooklands Track. The ratios of the gear-box are well chosen, and on indirect gears the car is but little noisier than it is on top. The possession of four speeds on a light car is an asset of which the rarity makes it all the more enjoyable when available, and a rapid change down from top to third will enable the A.B.C. to pass many a much higher powered car on those long, exacting climbs that one is continually meeting in the course of ordinary give-and-take touring.



AT HAYLING HARBOUR.

HILL CLIMBING.

The Mount, Guildford, was taken quite easily at 20 m.p.h. on second gear, a performance that we have found to be rather better than that normally obtainable from the average 15.9 h.p. or 20 h.p. touring car. This hill is quite straight, is about three-quarters of a mile long, and has an average gradient of one in six. A light car that will go up it at 20 m.p.h. on any gear is a very good light car indeed. To do so with yet another gear in reserve is a truly excellent performance.



PLEASING LINES AND A COMFORTABLE DRIVING POSITION ARE BOTH NOTABLE ASSETS OF THE A.B.C.

OTHER CHASSIS DETAILS.

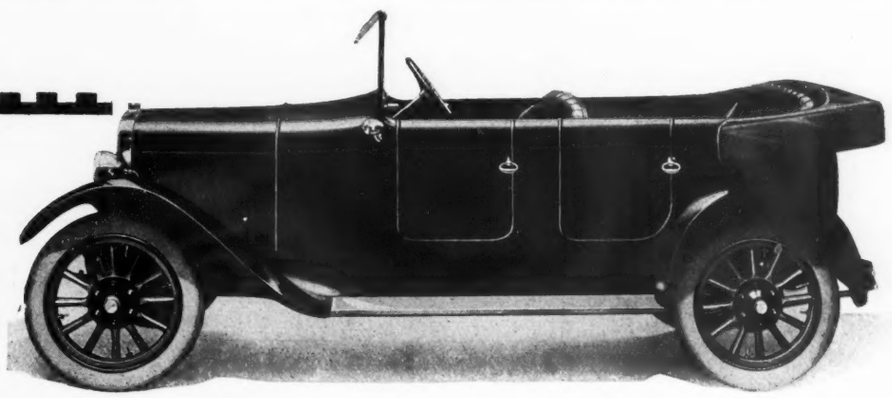
Aft from the gear-box, transmission is by a propeller shaft enclosed in a torque tube to a spiral bevel-driven rear axle. Its suspension is certainly one of the A.B.C.'s *notanda*. It is by quarter-elliptic springs all round, those in front being splayed outwardly to the extremities of the axle. In corner work the springs proved themselves to be somewhat on the soft side, but for ordinary travelling they were, as near as no matter, ideal. It was only when taking corners or curves at speed that a certain swing and roll were noticeable; otherwise the riding of the car was perfectly steady and smooth at all ordinary touring speeds. Connected with the suspension and with the road-holding qualities of the car is always the question of steering, and if the suspension of the A.B.C. is excelled by any one feature of the chassis it is surely by the steering. This is on the worm and nut principle, and it is easily the lightest in use on any conventionally designed light car on the road. Nevertheless, extreme lightness of steering is not necessarily an entirely desirable thing. The feel of the A.B.C. steering wheel is very much like that of the Rolls-Royce, but whether Rolls-Royce steering is an unqualified asset on a car so different from the Rolls-Royce in such essential matters as size and weight is perhaps open to question. Certainly, when one takes the wheel of an A.B.C. for the first time one feels a trifle "at sea." With equal certainty when one has become accustomed to the feel of the wheel and of the car on the road its steering and control are entirely delightful. The only point of hesitation that we feel in this matter may be resolved into wonder as to whether such quick responsiveness to the wheel is altogether desirable with a car so light and so readily controllable, quite apart from its steering qualities.

A.B.C. brakes ought to be sampled and investigated by every designer who has ever attempted to convert a light car chassis from paper into actual fact. Both acting on the rear wheels, the foot brake externally contracting and the hand brake internally expanding, their combination of efficiency and smoothness can only be described as remarkable. True, the foot brake on the car that we had on test could have done with a little adjustment, but the reason we did not give it was because the hand brake was so capable of dealing with all emergencies that we felt that the extra brake was quite good enough in its actual condition.

BODYWORK.

The bodywork of the A.B.C. has always struck us as constituting a powerful lesson to all other designers and, incidentally, a pathetic comment on their shortcomings. Here we have a chassis which, when all is said and done, is quite small in its overall dimensions, the wheel-base being but 8ft. 6ins, although the track is generous enough at 47ins, fitted with a body that provides leg room enough for the tallest of men, lateral space enough for the bulkiest

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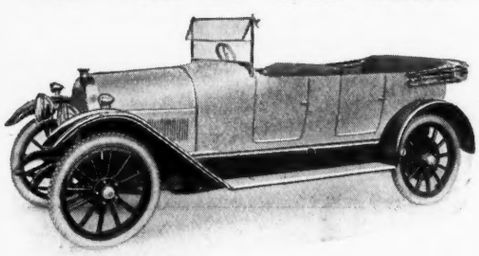
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and upholstery good enough for the tenderest. Moreover, all these things are acquired with a door on either side of the body and a wind-screen close enough to the driver to give him real benefit! One feels that one really is sitting *in* the A.B.C. and not *on* it. Its weather protection is good in every way, in addition to the draught protection offered by its wind-screen position. Its two-seater hood has side curtains permanently fitted, but when not in use neatly and rapidly folded away on to the hood itself. It is certainly one of the best two-seater hoods to be found on any car, and its merit has, in our experience at least, never been equalled, that is, when all things are taken into consideration—*i.e.*, its easy and rapid erection and its efficiency in actual use. On the standard A.B.C. body there is a single dicky seat which is as good as most dicky seats.

ON THE ROAD.

As soon as one has become accustomed to the noise of the A.B.C. engine, with its overhead valve gear, one begins to realise that the engine is behaving extremely well. It would be idle to deny the fact that the engine is noisy and that the noise is at first apt to be mistaken as a sign of unevenness of running and perhaps undue vibration, but, actually, the flat twin engine is better from the point of view of running balance than is the average four-cylinder, while its firing is perfectly even. The objections to this engine as a type may be resolved into the lengthy induction pipe that it necessitates and the difficulty of housing it athwart the ordinary car chassis. As already stated, the long induction pipe seems to impose no practical disadvantage in the case of the A.B.C.; except as regards the quite incidental carburettor position and as regards the housing of the engine in the chassis, the car is admittedly one of the smartest-looking light cars on the market.

On account of the novelty of the steering, it was some time before we felt ready to let out the A.B.C. on the road; but when this time arrived, the speedometer showed 45 m.p.h. "in no time," and we have it on good authority that 54 m.p.h. is within the ordinary capacity of these cars, though the car that we had on test being new, we did not venture to drive at any time to its limit. The acceleration and slow running of the engine are rather better than one would anticipate, and indeed, if the gear lever be used and be used properly, in the former respect the A.B.C. could give points to many cars for which acceleration is claimed as a particular merit. The hill-climbing capacity has already been touched upon. For long, trying ascents we may repeat that the four-speed gear-box proves an invaluable asset, and 35 m.p.h. on a gradient of one in fifteen or sixteen seems to be within easy reach of the engine so ably assisted by its scientifically mated transmission system.

A CAR FOR HARD WORK.

Undoubtedly it will come as a surprise to those motorists who have previously favoured only the water-cooled car that we advocate the A.B.C. as a car for really prolonged and strenuous hard work. Air-cooling does not entail lack of stamina, and although the A.B.C. valve gear may need frequent adjustment, such adjustment is easily carried out, for the engine and chassis are throughout notable for their accessibility, except in the matter, already mentioned, of the carburettor. A friend who has used A.B.C.'s for two or three years, and whom we know to be a man of discriminating tastes and most exacting needs where motor cars are concerned, gives it as his considered opinion that for sheer hard work there is no car to improve on it. Durability involves careful design, accurate workmanship and the best of materials. Few small cars combine all these things better than does the A.B.C.

SOME LIMITATIONS.

Certainly we ought to add one or two provisos suggested by our own experience. A two-cylinder air-cooled engine of this size can give its driver a very nasty kick if it is allowed to back-fire. We found that after turning on the petrol, without flooding the carburettor, but turning the engine over a few times with the ignition switched off, a single sharp pull up with the ignition switched on invariably secured a start first thing in the morning. When the engine was hot, two or three pull-ups were sometimes necessary without preliminary "no-ignition" swinging; but the full force of a back-fire from one of these engines, because the first pull up has not been hard enough, is a thing that once experienced is not soon forgotten.

The price of the A.B.C. is £325 with complete equipment, except an electric starter, which is an extra. At this price it manifests a standard of finish and general quality that is to be found in few other light cars, even when these cost 50 per cent. more money. Most of the foundations for the prejudice against air cooling certainly do not exist in the case of the A.B.C., and the absence of water connections and water is in itself enough to make the car an attractive proposition. When mentioning water connections we were on the point of saying "radiator," but actually the A.B.C. has a radiator—a real, fully fledged radiator that could be used for cooling water if any water were there. This is just one example of the high class, almost elaborate finish to be found throughout the whole car. There is no need for a radiator, but because the real thing looks better than the dummy generally provided with air-cooled cars the A.B.C. has the real thing. Incidentally the petrol tank is filled through the radiator filler cap, an unconventional proceeding of which the potentialities are too obvious to need comment.

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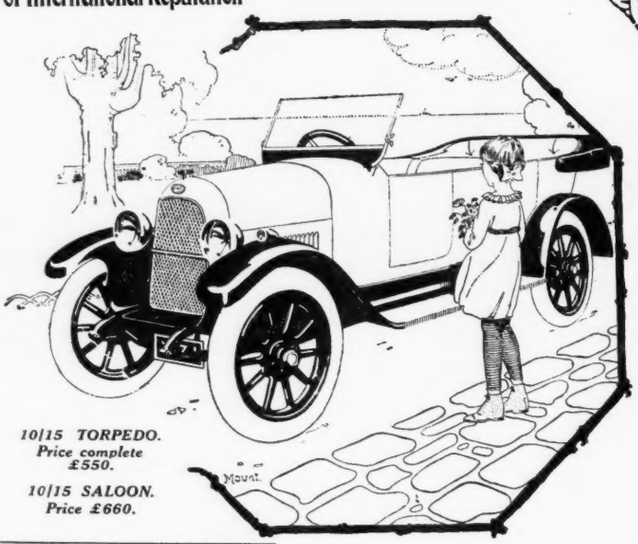
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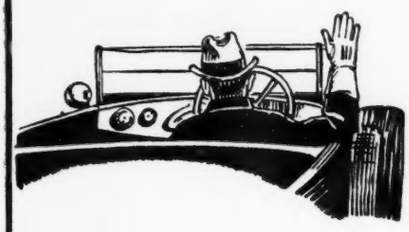
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The London Country Club.

THE country club is now an established feature of American social life, and appreciation of the lack of a similar organisation over here has led to the institution of the London Country Club at Hendon. It is now rather more than two years ago that the opening of these buildings as a flying club was chronicled in these pages, but the institution is now on an entirely different footing, and its connection with flying is limited to its position amid the aerodromes and factories that constituted our most important flying centre during the war. The club premises are most skilfully and tastefully laid out, the building proper containing, besides an elegant lounge, a cardroom, library and restaurant, a fine ballroom with a concert hall stage at one end, and generous bed and dressing room accommodation. The grounds are laid out in both hard and grass lawn tennis courts, while there is a golf course, and also a polo ground run and maintained by Lord Fitzwilliam.

The membership of the club exceeds a thousand, but the accommodation is adequate to cope with a very considerable increase, and a special effort is now being conducted to bring the notice of the club to all who are likely to be interested in it and to widen its appeal. The Chairman of the Executive Committee is Mr. Herbert W. Mathhews, that of the House Committee Mr. Herbert C. Carlill, the General Secretary is Major Sir Lionel Alexander, Bart., D.S.O., and of the Golf Section Captain E. Hardie—four men who by their experience and acumen should certainly establish the club in the position at which they are aiming.

Very pleasantly situated within easy distance of the centre of London, but yet almost in the open country, the club forms a convenient residential place for members, and the inclusive terms are on the strictly moderate side. The lines on which the club is run and its general character are such as to give it a special appeal to the London motorist. He will find his interests and needs satisfied in more than such simple material matters as the provision of excellent garage accommodation for his car. The great majority of the members are keen motorists, and those subjects that concern motordom are frequent topics of discussion in the lounge. Any of our readers who are interested in the club and would like further particulars should apply to the Secretary, London Country Club, Hendon, N.W.9, the telephone number being Kingsway 260.

The Sportsman's Cup.

ALTHOUGH the T.T. races in the Isle of Man on Thursday, June 22nd have not met with such support from manufacturers as was hoped and anticipated, the R.A.C. has taken an entirely commendable and novel move in promoting an auxiliary race two days previous to the great event This is a race for private owners, who, for the first time, are offered the opportunity of competing among themselves in a road race organised in the same manner as the classic car races of the past The R.A.C desires merely to provide the competitors and spectators with a good day's sport, and so the regulations have been made as simple as possible and the entrance fee fixed at a nominal figure. There is, therefore, good ground for the hope that many private owners of small cars of the sporting, as distinct from the genuine racing type, will take advantage of the opportunity offered to them. The Club will refuse the entry of any car built expressly for road or track racing, or which is considered to have failed to conform with both the letter and the spirit of the regulations. Any car which has been entered by or on behalf of a manufacturer or agent in an open race may be prevented from competing and entrants, drivers and mechanics must be amateurs.

The only serious criticism that occurs to us in connection with this event is that in the past there has always been a section among sporting motorists known as "shamateurs." That is to say, men who, if not directly connected with the motor trade, are indirectly financed or supported by the makers of the cars that they are handling. If this element is allowed to creep into the Sportman's Cup Race, the event will lose much of its merit and desired character, but if it can be excluded, then the race should be entirely successful.

THAT LICENCE CARD.

IT is not very long ago that we recorded the sporting wager of a journalistic friend that he would put a label off a Guinesses stout bottle in his licence holder and drive his car for three months without detection by the police. Whether the wager has ever materialised, we do not know, but an experience that actually befell us recently has some bearing on the point and is full of interest. We were driving a six-cylinder 24 h.p. car in Somerset at Easter time when the police were busy stopping all cars and examining them to see if their licences were correct. In due course we were pulled up, and after a pleasant chat with the constables, who were discharging their duty courteously and pleasantly in spite of the pouring rain, we resumed our way armed with the necessary pass to prevent further interference. It was not until we put the car away for the night that we thought of looking at the licence holder, and we saw to our astonishment that the horse-power of the car was given as nine and the annual tax £9. Comment seems superfluous on the fact that the police did not realise that our big six-cylinder car with its five-seater touring body must have been more than 9 h.p.!

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FRANK PARTRIDGE

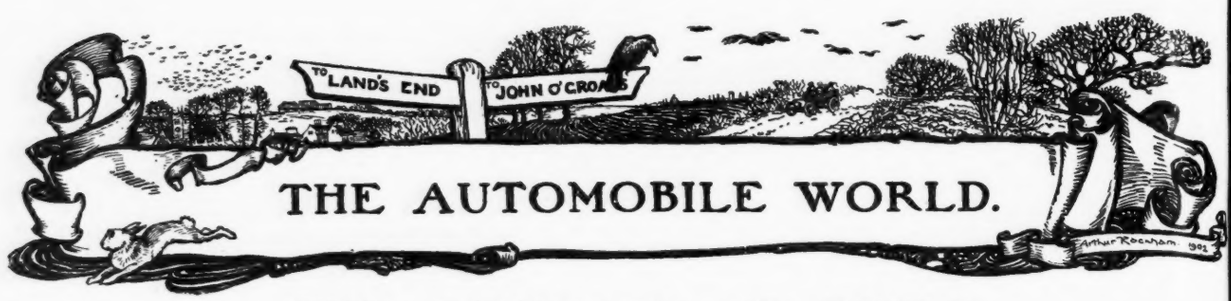
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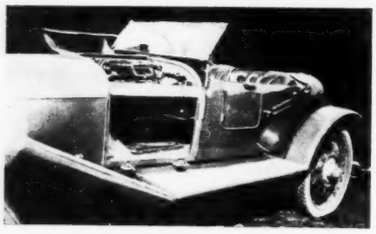
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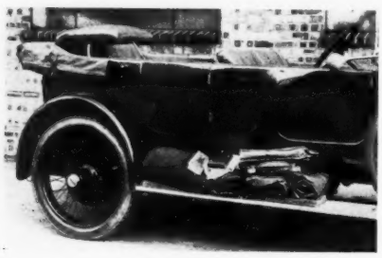


THE CARRIAGE OF TOOLS

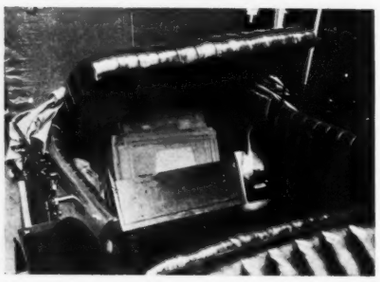
AMONG the inexplicable whims, fancies or failings of motor car designers is still to be seen the habit of providing the only tool accommodation of the car somewhere under the seats. Whether one wants a wheel jack or a sparking plug, some passengers must be disturbed—generally it is the front seat, sometimes it is the back. In fairness it must be said that the absurdity of this archaic tool accommodation is now being realised and most of the best cars have places for their tools where these can be got at without previous disturbance of any of the interior occupants. Tools and running spares may be regarded on a different plane from what may be called body equipment, such for instance as side curtains and a few items of personal luggage or even travelling rugs. Many cars, including the Standard, Sunbeam and Vauxhall have a compartment behind the back of the rear seat in which side curtains, etc., are carried. Such a compartment is excellent in every way and has the further justification that side curtains to be kept properly must not be folded into a very small compass, although it must be admitted the carriage of the side curtains by means of straps inside the hood is quite satisfactory, except in that the time required for their strapping away is rather longer than is that for putting them away behind the seat, because they have to be carefully rolled.



Very ingenious, though perhaps unnecessarily elaborate, is the H. E. (Sports Model) tool compartment, built in the scuttle of the car and exposed in the same way as the engine—*i.e.*, it is normally covered by a conventionally designed bonnet.



Some idea of the capacity of the Vauxhall rear compartment may be formed from this display of its removed contents.



The compartment behind the rear seat on all Sunbeam cars.

ACCESSIBLE WHEEL TOOLS.

A very clever idea which, like many other clever ideas is obvious when someone else has thought of it, is to be seen on Humber cars where the tools for the removal and replacement of a wheel are carried under the bonnet. They are all neatly stowed away in special clips, they are all immediately accessible and no one but the driver need be disturbed for their use. Compartments in the valances between the running board and body are now getting fairly common and a very excellent arrangement they provide. The idea is to be seen on Ruston Hornsby cars and on the French Mors, though which of the two deserves the credit of pioneering I cannot say. The sports model of the H.E. car has a very impressive and elaborate tool chest, or drawer, let into its scuttle, and I have seen on some four-seater cars a similar drawer opening from the back of the car sliding under the rear seat.

THE SPARE WHEEL.

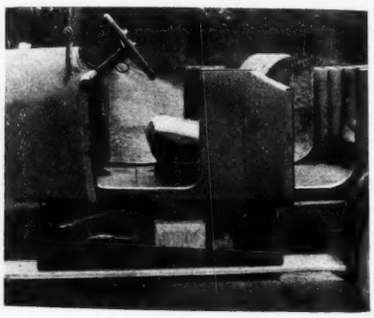
Such a compartment is frequently used for the carriage of spare wheels and a modification of it may be seen on the Austin Twenty's, where the wheel is carried vertically instead of horizontally. It is, or it used to be, fashionable to decry the carriage of a spare wheel on the off side running board or on the back of a car, because the wheel made an unsightly break in the over-all body lines. Personally, I am not much impressed by this criticism. It is true that the spare wheel may get dirty, but the only inconvenience resulting from this is the unpleasantness of handling it, and as the wheel to be removed will probably be even dirtier, there does not seem much point in keeping the spare one perfectly clean. But the provision of special compartments in or around the bodywork of the car so that tools may be reached without disturbance of the occupants, is to be encouraged most strongly.

IMPROVING THE TOOL ACCOMMODATION ON AN EXISTING CAR.

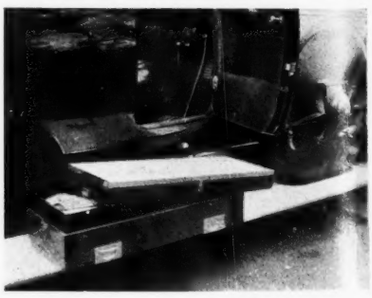
All these ideas suffer from the limitation that they must be thought of by the designer of the car and incorporated by the manufacturer in the first instance. What can the owner do if he has no such provision, but wishes to avoid the necessity of disturbing his passengers, as he must if tools are carried under the seat? A box on the running board is the simplest solution. It can be made of practically any dimensions and in the case of cars that have not two side doors for the rear compartment, a box may be placed on the side without a door, so as to constitute an auxiliary step. On Arrol-Johnston cars there is a drawer under the running board which, if shallow, is enough to accommodate all tools that the average owner is likely to require.



The Arrol-Johnston drawer under the running board.



An example of the valance compartment—Ruston-Hornsby.



The Lanchester box *on* the running board is also a drawer, locked automatically in position by a clip incorporated in the two handles.

One of the illustrations shows an arrangement that can be quite easily fitted to any existing car by suspension under the running board. A box of any convenient length, although an excess of 30ins. is apt to make it somewhat unwieldy, some 6ins. in depth and 2ins. or 3ins. wider than the running board at one end, tapering to rather less than the width of the running board at the other end, can be pivotted at its narrow end and its broader end provided with a curved runner so that it may be swung outwards. Its actual size and carrying capacity is only limited by that of the car to which it is fitted, but the dimensions given will be found ample for all ordinary purposes and rather than increase them and so incur the risk of unwieldiness, it would be better to have two boxes, one under each running

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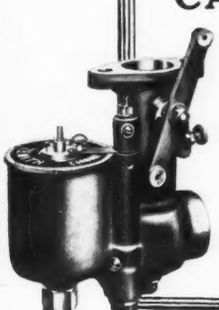
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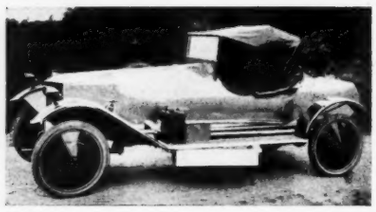


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A pivoted box under the running board. This illustration has the incidental interest of showing that lack of weather protection is not a necessary failing of the sports type light car.

board. A hole in the curved guide on which the box swings and a corresponding hole in the running board, enables a bolt to be slipped through to hold the box stationary. Properly chosen, such a bolt looks exactly like one holding the running board to its supports and it would be a very enterprising thief who realised how to open the tool box without a long period for preliminary examination.

The only limitation to this idea that needs to be considered is that imposed by the ground clearance of the car, or rather that of its running boards. If these are very low, say, less than 10ins. above the ground, a box 8ins. in depth is obviously going to be dangerous and may be smashed if the car is taken over very rough roads. Therefore, the box must be shallow or it must be replaced by one on the top of the running board, but when there is 12ins. clearance between the running board and ground, 8ins. for the box is a perfectly safe depth. H. J.



Extremely simple but thoroughly satisfactory is the A.B.C. carriage of side curtains permanently attached to the hood. One is shown folded away, the other is half "fixed."

WANTED! AN UNADVENTUROUS MOTOR CYCLE

OF the dozens, if not hundreds, of types of motor cycles, there is not one that fits my requirements, or even comes near them. If I try to explain my needs to attendants and others at the showrooms, they are at once out of their depth and take refuge in ridiculing me for wanting something which they in their wisdom do not think necessary. The finest experts in motor cycles are boys and young men, who, if they applied their brains with equal zest to any of the more serious pursuits of life, would be sure of success. But they regard the motor cycle from one point of view only—How fast will it go? This demand dominates design. In practice they don't go so fast after all. At least that was always my experience during the covering of a fair mileage on motor cycles of various types. There are, in fact, very few road sections where you can really put your machine on to the speed where the parts take on that pleasing hum which proves that all the reciprocating and rotating members have attained their most harmonious note. Occasionally, you are deluded into thinking that all is clear, but something quickly forces you to bring the machine back to its more plodding rhythm.

Briefly, my need is a machine which will do the comfortable twelve miles an hour of a push bike when favoured by a smooth road and a brisk following wind. Motion with ease, smoothness and lack of muscular effort, a rapid unfolding of new vistas and time to look around and enjoy the scenery—no ever-present necessity to study the road surface with a view to dodging pot-holes and loose road metal. Where is the motor cycle which will do such work? Superficial people say, why not an auto-wheel? Well, the answer is that I don't like the sensation of being chased and pressed upon from behind by a snorting rhinoceros. Besides, my requirements undoubtedly include power, and they certainly exclude any weighty excrescence situated outside the machine or in a top-heavy position. The problem was put very clearly by a friend who some years ago purchased about the dinkiest little two-seater motor car which the market then had on offer. His outfit was for sale, because he wanted a more powerful engine in order, if you please, that he might go slower. He lived in Sheffield, which to those who know its surrounding moorlands, will call up pictures of mile-long hills of mountain-pass gradient.

The slow-running motor cycle must have a relatively powerful engine—powerful in proportion to the work required of it. The ordinary medium-powered solo engine does its smoothest running at from twenty to twenty-five miles per hour. If a hill comes unawares, or a check occurs at its foot, the engine requires careful nursing to secure the necessary accelleration. At slight provocation it develops a knock, and if a second gear is not available, humiliating measures may be needed. When a clear run is obtained the hill can be negotiated easily enough, but only at high speed. Thus the anomaly arises that the engine is limited to its best energy output at a rush speed not always safe when the course has to be threaded amid traffic going at a slower pace in both directions. By this test the moderate powered motor cycle is over-geared, which is to say that it has no margin for doing high-energy lifting at average or lower-than-average speeds. All the margin seems to be concentrated in the region of higher speeds than those normally called for, speeds such as are seldom or never used except for overtaking purposes. My own riding has mostly been done on single-gear machines of the so-called racing type. And this means that I have learnt most of the arts of nursing an engine by air, spark and jet adjustment, so that really considerable hills could be taken on the one available gear. When I took on geared machines I followed the same system—as I believe most experienced drivers are in the habit of doing—of seldom calling the lower gears into use. But throughout my experience I was always conscious of having more margin for varying speed on the plus than the minus side.

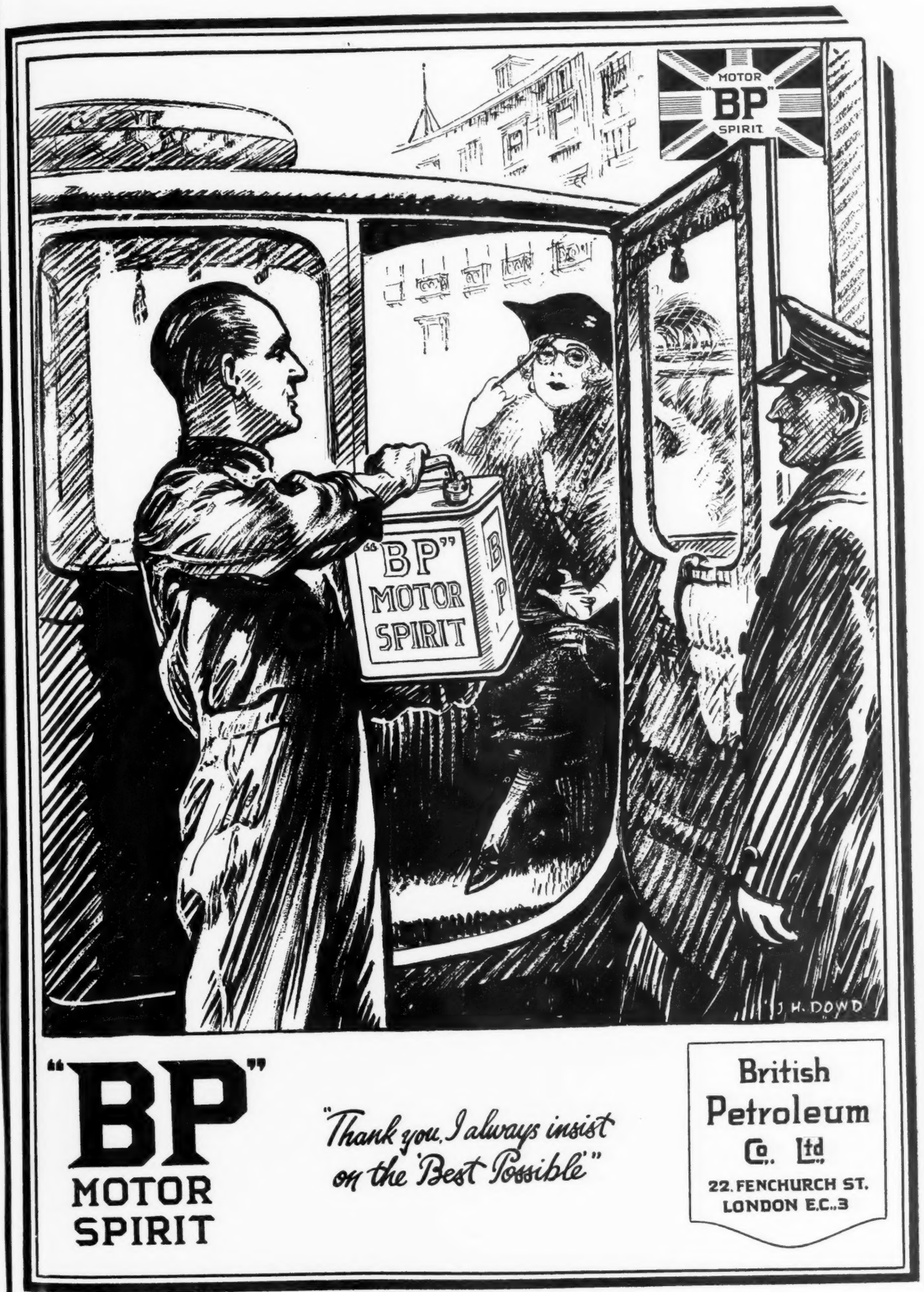
What has been the result? Like many other thousands of riders I have gone back to the push bike. By adopting a very low gear in the region of 57, I can trundle along at my eight or ten miles per hour as easily as sitting in an arm chair. My radius is anything from ten to twenty miles, and when all is said, this covers an immense number of journeys of a business or pleasure nature. The modern speed merchant looks with contempt on the time wasted, but really what does it matter? for the push bike gets anything from ten to twenty minutes start of the motor cycle through being more quickly prepared for the journey. When pleasure alone is in prospect the push bike far outclasses the motor. Its control is practically automatic, the scenery may be viewed without pre-occupation, and there is always sufficient fatigue to invite roadside rests for conversation or smoking. The motor bike by comparison produces a sort of devil-he-pursued-her state of mind, so that there is nothing for it but to resign oneself to the pre-occupations of guiding the restless-steed, usually going somewhere for no other purpose than hasty return. That is all right for the boy or young man, but tastes change with age, and there is no visible catering for the last-named.

True, there has been an eruption of freak machines which are based on a juvenile toy and which assume that the rider cannot lift his leg over a cross-bar. But all these contraptions are of the snorting rhinoceros type, besides taking unforgivable liberties with the design of the two-wheel vehicle, which is the outcome of forty years of evolution. The machine which I have in mind would differ very little from conventional motor cycle outline. It would be built low to facilitate planting the feet on the ground and paddling off from rest. It would carry its major weight low down so as to hold the track well and be free of toppling tendencies. It would be light so as to offer no discouragement for use on the shortest journeys, and it would be geared so as to do its best running at push cycle speeds under fair wind conditions.

The power unit presents the main problem. Every engine, in my experience, possesses its happy speed. Whatever that may be in revolutions per minute the



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gear should be such as to translate it into twelve miles per hour. The utilised horse-power would be minute; hence the engine must run sweetly on a very thin mixture, yet respond immediately to extra juice when gradients or adverse winds necessitate increased output. In theory one might argue that the power which will take a hill would of necessity give high speeds on the level; but that would not be true of a machine having a high gear ratio, because engine vibration would place a check on such tendencies. All told, there is every reason for supposing that the conditions of gear imposed would suggest an engine of a distinctly low grade of power as judged by ordinary conditions of working.

The two-stroke engine strikes me as best fitting the conditions. It has the extra number of pushes which make for sweet working, and it only conks out when put to certain severe tests which would not arise in the present connection. As a hill-climber it is wonderful, certainly when provided with a fair size of jet, and it picks up with instant output of energy from a standing start. No second gear would be needed, because the machine would be normally running under conditions intermediate between the present direct drive and low gear. The whole thing would depend on the design of a perfect chain-cum-belt drive striking such a happy mean of engine rotation as would give maximum and equal flexibility on either side of the normal running speed. Such a cycle would be weak on overtaking, but this would not matter very much as its usual experience would be the other way round. The tyres should be heavy and rather dead.

The uses of such a machine would be many and various. It would be the hacking conveyance for all sorts and conditions of people, the country doctor, the road surveyor, and the many other rural dwellers who either do not keep a motor or have sundry small journeys to make when the one and only is otherwise engaged. By some people the ordinary motor cycle might be advanced as already appropriate for this work, but the answer must be that it is so highly specialised for speed as to defeat its utility for non-specialists who are averse to being bothered with the necessity to study its highly-tuned mechanism. Myself, I have gone deeply into the details of every one of the half-dozen machines I have possessed, and became irritated with each in turn that it should make such calls on time and attention when a more modest grade of performance, fully covering my needs, would minimise the cares and anxieties involved. That is why I have gone back to the push cycle, notwithstanding its deficiency of radius and its undue calls on muscular and nerve power which are usually needed for other portions of the day's work. M. B.

The Engineering Lock-out.

THE protracted nature of the stoppage in the engineering industry justifies some comment on the dispute and its character. As with all industrial differences, there are two sides to the case; but to the outside observer it certainly appears that, in this instance, at least, the right is on the side of the employers. In a nutshell, the dispute may be resolved into one as to whether employers are to have the right to control their own factories.

To the man who is not brought into immediate contact with trades unionism, this may seem an absurd excuse for a prolonged and costly stoppage of work at a time when general business seems anxious to improve. But an example, which we understand is by no means isolated, of the difficulties the employers sometimes find themselves up against is the best means of bringing home to the layman the importance of the issues. In one car factory a working director had a job in hand in which he was personally interested and of which he wished to observe the progress himself. Walking into the factory one day with the idea of investigating the progress of the work, he was bluntly ordered out of the shop by the shop-steward and told that if he did not obey the order the shop-steward would "call out" all the men working under him. The pressure of business and the possession of several urgent orders placed the director in such a position that he felt he could do nothing but obey the instructions given him, and so he retired from his interference!

A Severe Testing of Bean Cars.

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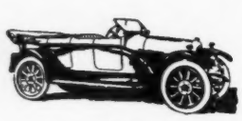
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I know next to nothing about the mechanics of the thing—although friends who *do* understand tell me my £495 Angus-Sanderson is a great engineering job.

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And if you take my advice . . . *Who am I?* Oh, my name's Legion.

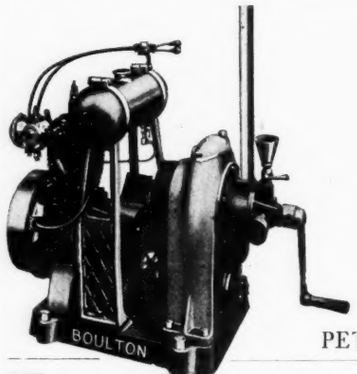


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June 29th.—Lot 161. Portrait of Giovanni de Medici, by A. Bronzino.

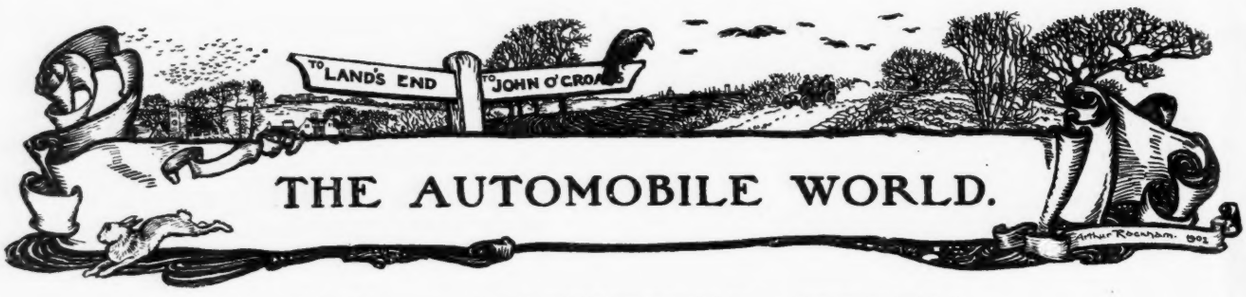
July 5th.—Decorative Furniture, in the Estate of the late J. R. HOARE, of 48, Mount Street, W.

July 6th.—Old and Modern Pictures, and Engravings, from various sources.

July 12th.—English and French Furniture, Porcelain, Bronzes and Eastern Rugs.

July 13th.—Early Italian Pictures, from the Villa Medici, Fiesole, Florence.

Catalogues may be obtained from the Auctioneers at their Galleries, Willis's Rooms, King Street, St. James's, S.W. 1.



THE LANCHESTER FORTY

FROM time immemorial the Lanchester has ranked as one of the world's best cars. Indeed, it was one of the best cars in those days, when all cars were among the best because they were so few in number; but surely no other has so maintained a pre-eminent position established in that period of automobile history, when the industry was not an industry at all, but a highly problematical, loosely jointed assembly of experimental workshops. However, we are not now concerned with Lanchester cars of more than a quarter of a century ago, although it may be pardonable to mention in passing that a 1901 Lanchester was seen at a recent Brooklands meeting at the side of a magnificent 1922 saloon. There are not many makers who can now produce, running under their own power on the road, cars made in 1901. It is not a reasonable expectation, but may be taken as certain as anything on this earth can be certain, that the Lanchester of 1922 embodies that nature of design and that quality of workmanship which has endowed its remote ancestors with such an uncanny spell of useful life.

This suggests a digression, which, however, I must avoid, into those arguments that frequently find their way into print on the pros and cons of the expensive car. Whether the Lanchester at some £1,850 for the chassis is a good investment or not must be left to the discretion of the ultimate purchaser; but in view of the following faithful record of its performance and behaviour, in view of the reputation of the car and its durability aforementioned and its consequent reliability and freedom from the necessity for frequent attention, and in view, finally, of its fuel consumption at ordinary touring speeds of some 15 or 16 m.p.g. with a regular attainment of 18½ m.p.g. when the car is driven carefully, *e.g.*, never exceeding 25 m.p.h., the value for money aspect of a Lanchester car should be readily apparent.

To enjoy motoring to the full and at its best one needs to have the opportunity recently afforded me of a jaunt, not a run or a drive, but a jaunt, through the highways and byways, mostly the latter, of one of our beautiful counties on a Lanchester Forty, with Mr. Millership at the wheel. He will tell you something that you will long before have found out for yourself, that the Lanchester is an ideal car for pottering; if you ask him he will convince you that the Lanchester is also an ideal car for high speed touring. If he allows you to take the wheel you may convince yourself that it is an ideal car for road-hogging, but, of course, Mr. Millership himself would never demonstrate this aspect of his wonderful car's capabilities.

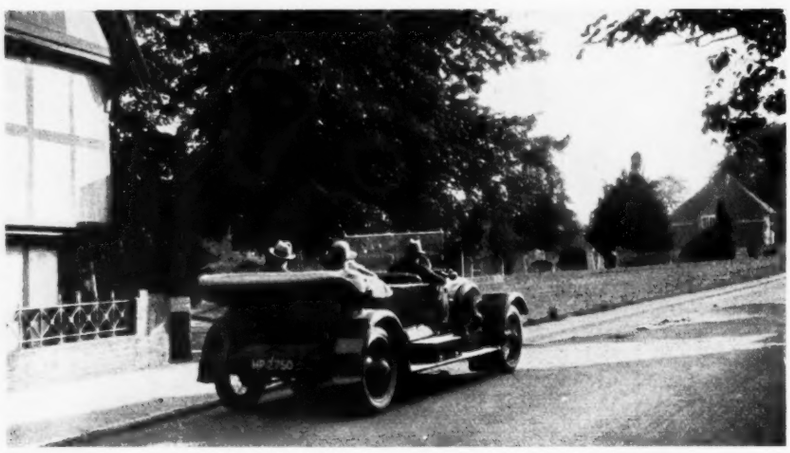
These points and the conversation turning on them lead to the questions: Is it worth while paying £2,000 and more for a car to be used as a potterer? Is it worth while paying this sum for a car to be used for high speed touring entirely? Is a car that allows its driver to indulge in road-hogging with maximum safety to himself and to all other road users likely to justify such a deep incursion into one's pocket? The answer to each of these questions individually will probably be given as a negative, but the answer to them collectively must assuredly be a most emphatic of decisive affirmatives. The greatest of all Lanchester assets is not that it is good at this or at the other, but that it is excellent at all, and in this respect it probably finds its soundest justification for the claim that has been often put forward for it, that it is the world's best car.



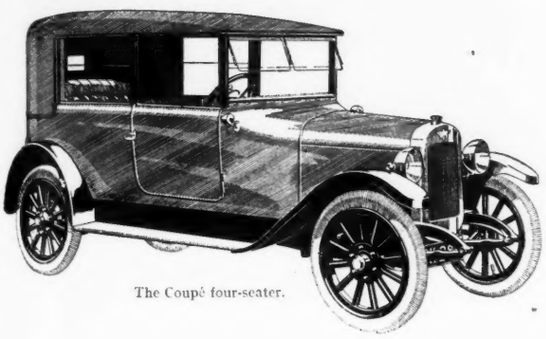
BY THE RIVER AT CHERTSEY.

It must be remembered that these various and, indeed, universal aspects of car performance depend not on the excellence of any one particular of the chassis, but on the design and construction of the car as a whole. The car that has a good engine, or a good gear change, or a good suspension, or a good braking system, or a comfortable body, will excel in one respect only by virtue of its possession of one particular good quality. To excel in all the car must have all these desiderata *in excelsis*, and this is what the Lanchester does possess.

Its engine is a six-cylinder, with a bore and stroke of 4ins. by 5ins. (which gives an R.A.C. rating of 38.4 h.p.), with overhead valves. The modernity of design throughout, with the lightest possible working parts all with the maximum strength, gives a power output nearly three times greater than the nominal rating, and, very strangely, this extraordinary Lanchester performance is obtained with an engine that could be described as almost simple in design and which is certainly as easy of maintenance as any other engine on the road and probably easier than most. Of the capabilities of the engine to pull its load on the road, it may be said that the car can be driven at walking pace on top gear, on the same gear it will do something very near to 80 m.p.h., while the acceleration from almost zero to maximum is a thing that has to be experienced to be believed. I feel tempted to portray Lanchester acceleration graphically: it is, of course, only a figurative portrayal, but it is really very illuminating. The ordinary car accelerates in one of two ways; either its



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"The engine is smooth running at all road speeds up to 49 m.p.h., pulls well on hills, is very accessible, and keeps its tune well. It does 28 m.p.h. per gallon on straightaway runs, and uses extremely little oil. This last point is of peculiar interest to me, as my last three cars proved very expensive in this respect. Gear changing is delightfully simple, and is apparently designed for the novice, while steering is light and steady on bad roads at any speed, which is more than can be said of many of the smaller cars I have used. Springing is excellent, and the verdict of a critical family on the seating accommodation is 'most roomy and comfortable.' That one can drive 250 miles in a day (10 hours) through rain, and over a goodly proportion of bad roads, with no trouble, and the minimum of fatigue, speaks well for the car. Altogether it is a remarkably pleasant car to drive, and just the one for an owner who likes to get about comfortably, quickly, cheaply and without fuss. W.F.S., Whitchurch."

Gear Changing - - Delightfully simple.
Springing - - - - - Excellent.
Seating - Most roomy and comfortable.

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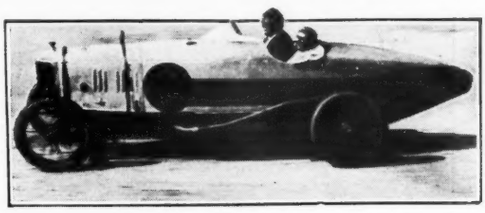
ON May 24th and 25th the "Amazing 'A-C'" broke the DOUBLE TWELVE HOUR RECORD by 253 MILES, securing eight more records and covering

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All buyers of new 'A-C' Cars should insist on receiving the company's printed guarantee, which will only be supplied for cars purchased through us or our authorised Agents.
Full range of models always on view, which the public and trade are invited to inspect.

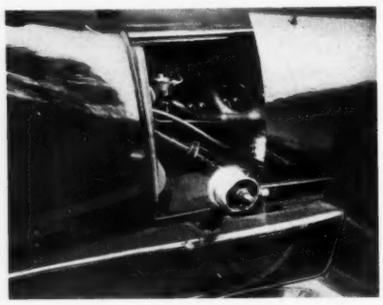
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speed increase is represented by a more or less straight line, which is commonly regarded as the ideal, or its increase is represented by a convex curve, which is by far the most usual. By a convex curve I mean that the increase at first is rapid, and then, while continuing, does so at a much reduced and continually falling pace. Now with the Lanchester it is the very opposite. The increase is at first gradual, but once the acceleration gets going, as it were, it increases in pace every moment until the limit is reached. It is a unique acceleration, and it is a delightful one.

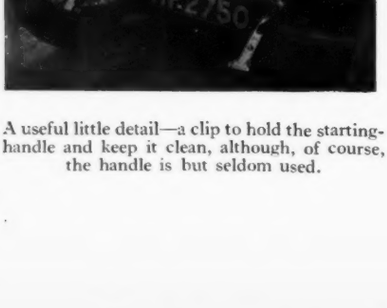
As one expects with all these super-cars, the engine power is given off without any suggestion of fuss, bother or undue effort. To the driver and to the occupants of the car there is a suggestion of nothing except a remarkable floating movement at any speed the driver wills, over any roads that the most incompetent of road surveyors can provide. In order to maintain a hardly earned reputation for candour, I must say that the Lanchester is not as silent as one or two other cars in its class. When travelling on the road in the ordinary way there is no difference between this car and the most silent of its rivals; but at extremes of speed, either very high or very low, and when the engine is running "free," there is a gentle noise that is, perhaps, most accurately described as a cross between a hum and a rattle, emanating from the epicyclic gears. It is not a rattle, of course; it is not a hum, but I can think of no more illuminating way of distinguishing it.

SOME QUEER "STUNTS."

Working the Lanchester clutch is a process quite different from that of working most other car clutches—it has to be quite fully depressed before it separates the engine and transmission system, and to those in the habit of finding complete clutch freedom accruing from a slight depression of the pedal, this Lanchester feature is apt to be a trifle confusing; but once it is mastered—or rather, once it is learnt, for no mastering is necessary—what a wonderful control it gives to the car! It is impossible to make a fierce or jerky start except by aiming for it deliberately. The epicyclic gears work by means of an ordinary looking gear lever at the right hand of the driver (although the driver has his own door), which can be pushed in or out just as one feels inclined. There is no need to speed up the engine to suit the speed of gear-box pinions in order to secure silent and smooth engagement. One can go from first to second, from second to top, or from top to reverse or in any other way one fancies, without the slightest hesitation or difficulty. The word "reverse," by the way, is not a misprint or a mistake, although some reader may be inclined to suspect it as such. I have seen Mr. Millership driving at 35 m.p.h. on top suddenly slip his gear lever into reverse, and have felt the huge car pull up with a suddenness and smoothness that were equally uncann. and immediately start to run backwards. Manœuvring this car in confined spaces can only be compared to that of a steam car, and I have seen a Lanchester driven backwards and forwards over a space of some five yards in a way suggestive of one of those toy clockwork railway engines provided with an automatic reversing gear. This is one of those many interesting details of Lanchester performance that have to be experienced to be believed. One alleged motoring "know-all" once came near to blows with a friend of mine who repeated my assertion that the Lanchester could have its reverse gear inserted while travelling over 30 m.p.h. in a forward direction. The wiseacre had presented to him something quite beyond his experience, and, like many of his class, refused to believe its possibility.



The Lanchester has a somewhat unconventional bonnet consisting of a single top piece and two sides which spring into position, one of which is shown half removed. Just in front of the steering box is the spare wheel carrier.

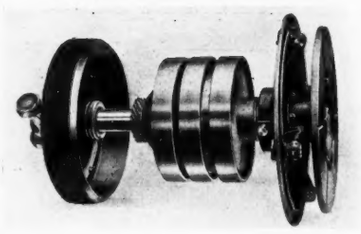


A useful little detail—a clip to hold the starting-handle and keep it clean, although, of course, the handle is but seldom used.

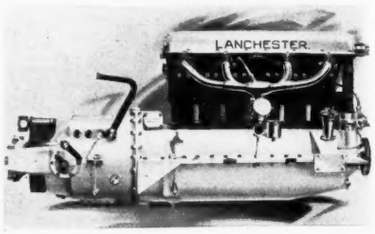
Sometimes one hears theoretical arguments advanced against the epicyclic gear, but it behoves one to remember that a theoretical argument, so-called, is generally described as theoretical as a euphemism for incomplete. Genuine comprehensive theory is never in conflict with practice, and it is incomplete and often wild theor.sing that has prompted much of the ignorant criticism one hears against the epicyclic gear. To give my own opinion and experience for what the are worth, the epicyclic gear scores over the conventional gear-box in every way, except that when transmitting a useful load it is slightly noisier, and the same criticism also applies when it is compared with the gear-box working on its direct drive, *i.e.*, when the epicyclic gear is hard at work as compared with the gear-box that actually is not working at all. On first or second gear, the Lanchester is just the same as when on top, and a passenger can tell only from the engine note and from the relative speed of the car which gear the driver is using. In view of the fact that the car can do over 50 m.p.h. on second, a moderately experienced passenger might well be pardoned for thinking that the car at this speed was being driven on top, for its engine is as smooth as at any other speed and certainly quite as silent.

LANCHESTER SPRINGING.

Any reference to the Lanchester would be sadly and pathetically incomplete if one of the most wonderful of its many wonderful assets were not specifically mentioned, to wit, the suspension system. What I have said of other aspects of this car's performance I would repeat in connection with the suspension—it has to be experienced to be believed. The very worst roads of Chertsey made us smile as we floated over them at the worst speed for negotiating such roads—some 23 or 24 m.p.h. In most other cars they would have brought tears to the eyes of the passengers and vigorous protests from every component of chassis and bodywork. Seen tilted at a disconcerting angle while climbing a heap of roadside stones some four feet high most other cars would be regarde! as "stunting"; with the Lanchester and Millership at the wheel, such freak stunts are regular items in a day's work, and it is questionable whether the car or its driver enjoys them most. The suspension is, of course, by cantilever springs in the rear, a system of car springing pioneered by the Lanchester Company and paid the sincerest form of flattery by makers of all sorts and sizes of cars the world over ever since. Nevertheless, Lanchester cantilevers are Lanchester's still, which may sound rather cryptic but is really very instructive.



The whole of the Lanchester epicyclic gears are shown here and also the foot brake drum.

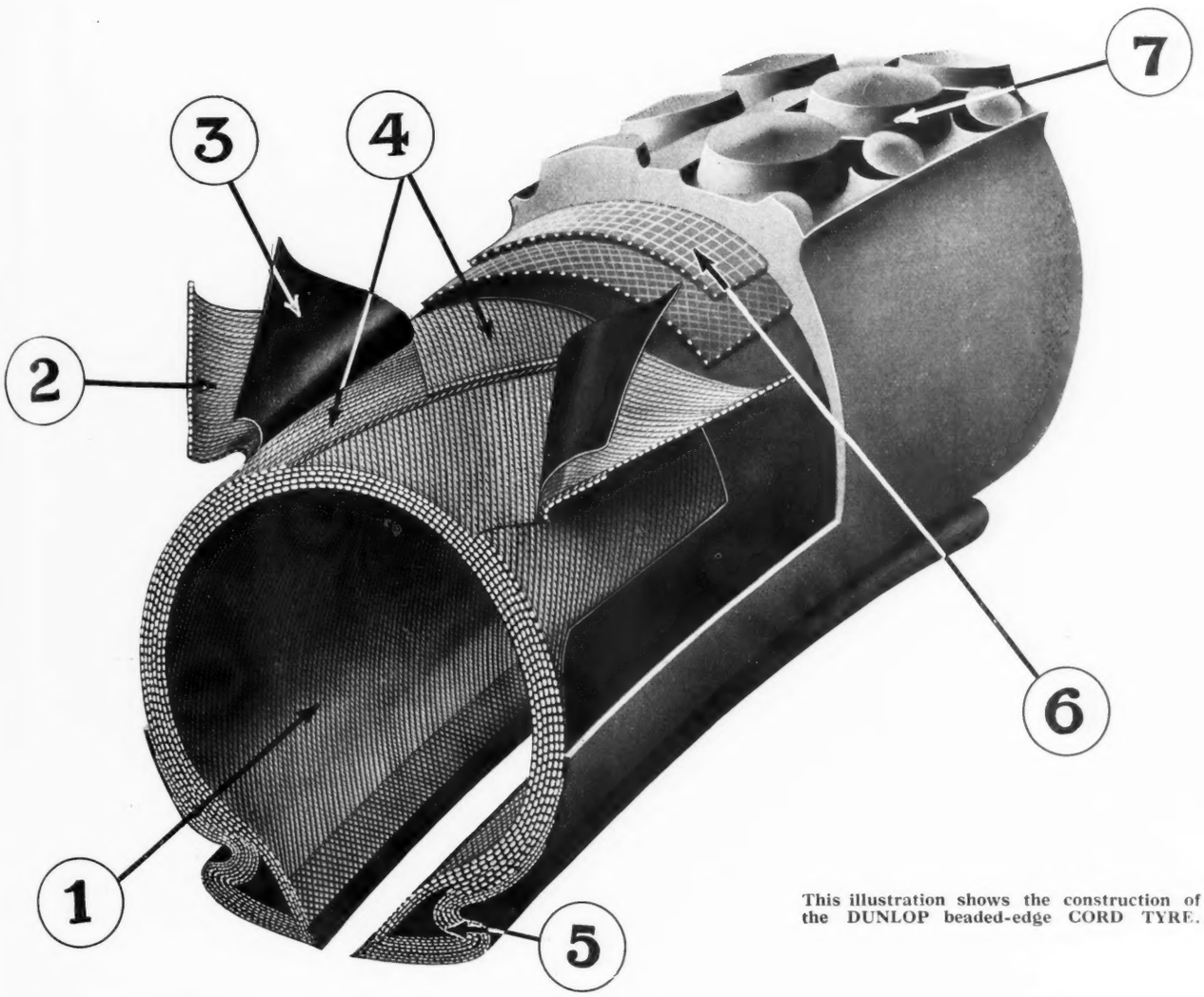


The Lanchester engine and gear-box unit.

In case his stone-climbing diversion had not proved sufficiently convincing, Mr. Millership took an opportunity that occurred a few miles further on of still more favourably illustrating the prowess of Lanchester springs. For about half a mile on one side of the road there were heaps of small stones, such as are spread over a newly tarred road, so as to cut holes in the bodywork of cars in which the tar can firmly embed itself. Each of these heaps was about 18ins. to 2ft. high and were about six or eight yards apart. The Lanchester was driven over every one: that is to say, it was driven along the heaps instead of along a comparatively smooth road. A lady passenger in the back who is quite accustomed to riding in cars of all sorts and sizes and to seeing them demonstrate their capacity to the best of their ability—a lady who, in a word, may be regarded as a fairly experienced critic—was quite unaware of the stunt that the car was performing. The speed was about 25 m.p.h. A more drastic illustration of the capacity of a suspension system is difficult to conceive, unless it be Mr. Millership's habit of occasionally driving his car up on to a turfed edged country roadside footpath at least a foot high when a car is doing its 35 m.p.h.

In spite of this rather liberal account of various Lanchester stunting capacities, I am afraid I have conveyed but a poor idea of the car's true quality. Indeed, a perfectly frank statement of what this car does and how it does it would surely lack conviction, so extraordinary is it when judged by ordinary motoring standards. Its speed, for instance, is not merely high speed in terms of miles per hour, it is wonderful speed in what may be described as its style. Whereas there are plenty of cars that will go at 40, 50 or even 60 m.p.h., there are very few that will *slide* along at these speeds as the Lanchester seems to do. "Slide" seems to be the right word, for "floating" describes the sensation that is due to the suspension system only; "riding" rather suggests that one has to look after one's seat, and "going" says little or nothing at all. Perhaps, after all, "going" would

WHY
DUNLOP CORD TYRES
ARE BETTER TYRES



This illustration shows the construction of the DUNLOP beaded-edge CORD TYRE.

The main advantage of this cover over the canvas pattern lies in the construction of the casing.

ITS CONSTRUCTION AND ADVANTAGES.

The constructional method practically eliminates destructive internal heating. Friction between the materials is considerably reduced by the arrangement of the layers of straight cords diagonally across each other, with insulating plies of pure rubber interposed between them. All overlapping and thickened joins are in this way eliminated. The life of the tyre is hugely increased, and petrol consumption considerably reduced. In addition, increased resiliency is secured, which, combined with the extra size as compared with canvas tyres, means more comfort and reduced maintenance cost.

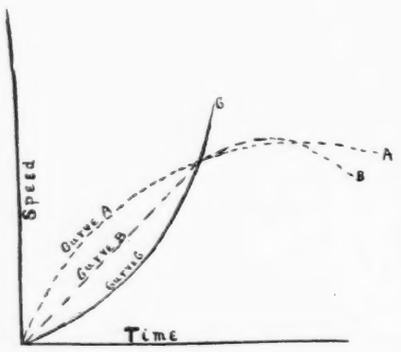
1. Larger air space.
2. Dunlop multiple ply cord fabric.
3. Pure rubber insulation between each layer of fabric.
4. Shows cord layers in opposite directions.
5. Improved bead design.
6. Breaker strips.
7. Heavy non-skid tread.

THE DUNLOP CORD TYRE IS THE "NO-TROUBLE" TYRE

be a very good word to describe Lanchester motoring, for it conveys the smallest possible number of concrete sensations to those enjoying it, and surely the ideal of motor car travelling is that the occupants of the car shall make their way without being continually reminded of the dual fact that they are travelling and owe their progress to an internal combustion engine.

Having said all this, it seems almost like bathos to come down to such details as steering and brakes; but steering and brakes are quite useful things to have with a motor car, and it is just as well for one to know something of their qualities in connection with any particular car. I can say nothing more expressive of these details of the Lanchester chassis than that they are in full keeping with the car as a whole. The brakes are efficient without being fierce; the steering is so light that one may hold the wheel and steer the car by the pressure of one finger on the rim only, while at the same time the wheel is free from that jerkiness and entire lack of irreversibility that is to be found in some steerings notable for their sensitiveness.

W. Harold Johnson.



An attempt to show graphically the special character of Lanchester acceleration. Curve A shows the acceleration of a car rapid at first but continuously falling off; curve B shows "straight line" acceleration; curve C shows the unique "convex" Lanchester acceleration. Assuming the correctness of this admittedly figurative portrayal, the Lanchester would at first be left by both its rivals, but would soon overtake and pass them.

LAKE DISTRICT WALLS.

THE R.A.C. has had a note from the County Surveyor of Westmorland complaining that motorists have not infrequently removed large coping stones from the walls and used them to scotch their wheels and have, later, moved away and left the stones on the carriageway. The R.A.C. appeals to motorists to refrain from this practice, which not only causes damage to the walls, but which is a source of danger to following traffic. The most serious complaints have been made concerning Kirkstone and Scotch Jeans. It is a good plan to carry a wooden scotch on the car in such districts in case of necessity.

MOTOR CYCLE BRAKES.

Successful Defence at Kingston.

RECENTLY, the Automobile Association defended a motor cyclist member who was charged at Kingston with driving a motor cycle "without having attached to the front an independent brake." In cross examination by the A.A. solicitor, the police admitted they could not deny that there were two independent brakes to the machine.

It was also pointed out to the Bench that a case of this kind should not have been brought by the police merely on the legal knowledge of a constable, and that advice should be taken before prosecuting. The Bench were accordingly asked to mark their disapproval by awarding costs against the police.

The Bench accepted the view, dismissed the summons, and awarded a guinea costs against the police. And yet in a similar case, at Chertsey, a defendant was fined several pounds!

A MOTOR BOAT "RALLY" ON THE THAMES.

IN their efforts to popularise motor boating the British Motor Boat Club is holding a meeting on Chelsea Reach at 2.30 p.m. on the 24th inst., which all motor craft owners are cordially invited to attend. Valuable prizes are being offered for the competitive events, and the proceeds of the meeting are to go to the London hospitals.

ITEMS.

Dunlop Motor Cycle Success.—A real triumph was scored by the Dunlop Rubber Company in the motor cycle Senior T. T. race. Bennett, the winner, rode a Sunbeam shod with Dunlops; Brandish, who was second, rode a Triumph fitted with Dunlops; and the fourth place was gained on a Dunlop-shod Scott, ridden by Wood. Dunlops were also used by Jack Thomas on his Sheffield-Henderson, when he won third place in the Junior T. T. Race. This is strong testimony to the value of these tyres under strenuous conditions.

The Junior Car Club's New Headquarters at the Clock House, Arundel Street, W.C.2, are now open to members of the Club. A room has been set aside for reading and writing, and members will find there all the motoring technical journals, as well as all facilities for writing. A telephone is also installed for members' use. The secretary's office adjoins this room, so that members can obtain any information they may require while on the premises. The room is open from 10 a.m. to 6 p.m. (Saturdays 12.30 p.m.) and it is not open on Sundays.

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"I left Earlywood on Tuesday morning at 6 a.m., with chauffeur, one box, two suitcases and some small packages. Then right through with occasional 10 minute stops, to Edinburgh, where we arrived at 10 p.m., and having missed our way twice: the mileage was 425.

"Wednesday, left Edinburgh 11 a.m. and arrived here at 10 p.m.—mileage 282. How many machines could do that run and perhaps in much better time, but what would the driver and the car be like at the end of it? I'm not in the very best of health yet, and you know my head is my trouble, and soon gets upset by violent vibration. Yet I drove myself every inch of the way and can honestly say that, although naturally tired, I was fit enough to do another 50 miles either night, had it been necessary, without fear of evil results.

"Wednesday's run was over baddish roads (vile round Stirling). "It's beyond me to express my praise of the car. I've had a pretty wide experience of cars in my time, tho' I say it myself! but I tell you perfectly honestly that never have I met anything to approach the Fiat for high average speed, hill climbing powers and general smoothness of running, and I'd very much like to find any other car of equal power (or greater!) which would have brought me through that run as comfortably. I doubt if there is one to equal it—I defy any car to beat it!"

(Signed) C. W. MURRAY.

"P.S.—No trouble of any kind, only opened bonnet to pour in petrol."



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FIAT

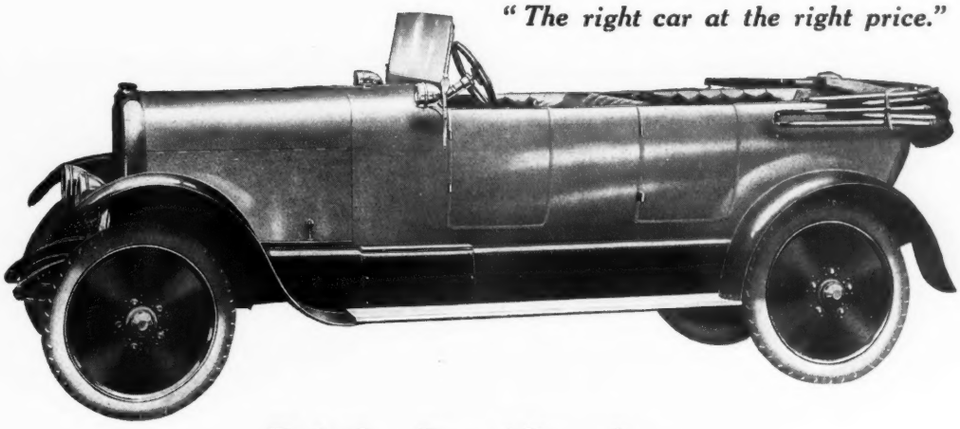
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J.C.F.

THE LONG-DRAWN-OUT APPEARANCE

MINGLING OF OPAQUE AND TRANSPARENT MATERIALS—MODES TO SUIT ALL FIGURES.

"UP to th' neck, and down to th' feet," as the old countrywoman said when ordering her print gown, is a description that might fitly be applied to the dresses now accounted as expressing the last word. There is a long-drawn-out appearance about the *élégante* just now that is the very antithesis of what was being worn this time last year. And it is something of a record to have worked such a complete transformation in the short space of twelve months.

But the great *couturières* have wielded a determined hand and incontinently swept away, into the limbo of *démodé* things, the knee-length skirt and the nothingless corsage, and have plumped solid for ankle-length *jupes*, long waists and the high *décolletage*, besides making great play with sleeves, amusing collars, weird barbaric girdles and floral garnitures, and incidentally introducing a number of early Victorian modes. Needless to say, the latter are picked out with great discretion and perhaps only the keenly discerning eye will be able to trace their origin.

Generally speaking, however, the now approved silhouette may be summed up as expressing long elegant line, and the skill and dexterity with which this theme is handled unquestionably touches a high-water mark in fine artistic dressing. Gone are the little girl frock, the mincing walk, the rounded shoulders, and that especially ugly, slouching pose—every one whereof is now ruthlessly proclaimed bad style.

To escape it she must now wear long draperies, be straight and upright of figure, though lissom withal; walk with free, easy movements direct from the hips, and particularly well endowed is she who has her head set on her shoulders with a naturally proud carriage. There you have a thumb-nail sketch of the supreme *élégante* of the moment. Surely a far more attractive presence and personality than the freakish little flapperish apparition—a pose trying enough for the really young to keep up, and positively grotesque, not to say saddening, in the middle aged.

At the same time, although the longer, freer and more dignified styles are well established, we have yet to learn of many interesting variations and developments, the present modes lending themselves, among other things, to the cleverest and most unusual mingling of materials. Perhaps the most original venture is the draping of an opaque fabric over a transparency. Thus, a fuchsia-red charmeuse seen had the skirt folded and draped about the figure in sections that divided as the wearer moved, to reveal a petticoat of chiffon in the same tone, the corsage of charmeuse being almost concealed by a scarf drapery of the chiffon, that after falling into a long burnous cape at the back, formed long sweeping sleeves to the hem of the skirt; while a delicate green *faille*, the *nuance* one gets in a sea shell, was draped and caught up at the back to form an immense bow and end over a pleated green *tulle* petticoat, the latter repeated in the tiniest pouf sleeves of the close-fitting pointed bodice.

There is likewise a growing feeling for draped and trained skirts of satin or velvet, surmounted by long, loose, slightly pouching bodices of lace. A coral pink satin *beauté*, after this *genre*, had a corsage of deep ivory lace picked out with fine gold threads, ornamented with coral and jet embroideries, the jet and coral again occurring in a particularly handsome fringe garniture hanging down one side of the front.

A typical example of the decreed silhouette is revealed in our original suggestion of a *chic après-midi toilette*. This is carried out in *taupe* coloured *crêpe Marocain*, the skirt adorned with four loose hanging panels of the silk, hemmed with black caracul. The wide sleeves are not only narrowly bordered, but lined under with this sable-hued fur, which is again introduced on the *bateau* shaped *décolletage*, an oxidised metal plaque girdle adding a clinching note of charm and distinction.

A fabric just now held in high esteem is kasha. The draping qualities of this material are superb, and quite some of the most attractive gowns wending their way south are fashioned of it, a fact that of itself is sufficiently significant. For the more *habilé* style of coat and skirt kasha is in great request, and one hears of a certain quaint little coat, a sort of quasi-bolero, in connection with which a deep draped sash plays an important part.

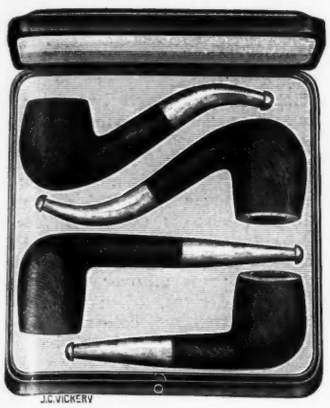
The Russian *moujik* is taken as the theme of many a distinguished coat, while Japan is reflected in a great outspreading bow sash like the Obi. Then some of the latest and most alluring blouses are modelled on the lines of those worn by Rumanian peasants, the wide sleeve cut in one and caught to the wrists by narrow bands, the neck fulness being drawn into a similar band.

In one way the opening vista is most encouraging, since there are styles and modes to suit all types and figures. There are models for the slim and others equally becoming and *de rigueur* for the plump. It will, therefore, be unpardonable for any woman, young or old, to be unsuitably attired. We need not, as of late, conform to one given fashion, the *couturières* having so planned their forthcoming campaign as to meet the requirements of all and sundry. These great elect, moreover, are steadily building up a big wall between themselves and their cheap plagiarising followers. The latter are going to be up against a very big proposition, since they will find it impossible to travesty the new modes in cheap, shoddy materials, as so large a part of the success rests on beautiful and costly fabrics, allied to a simplicity of *ligne* that is the epitome of fine sartorialism.

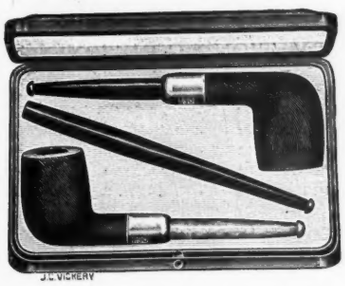
L. M. M.



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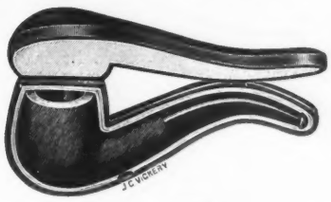


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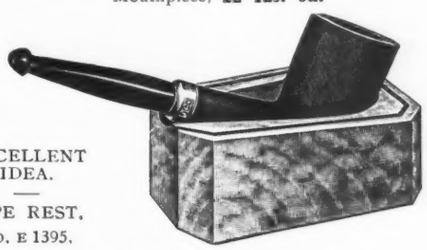
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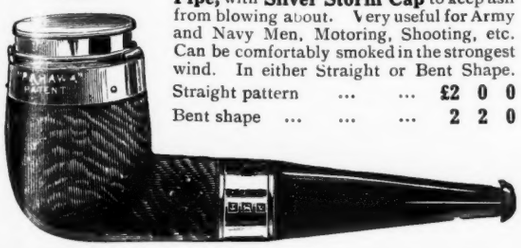
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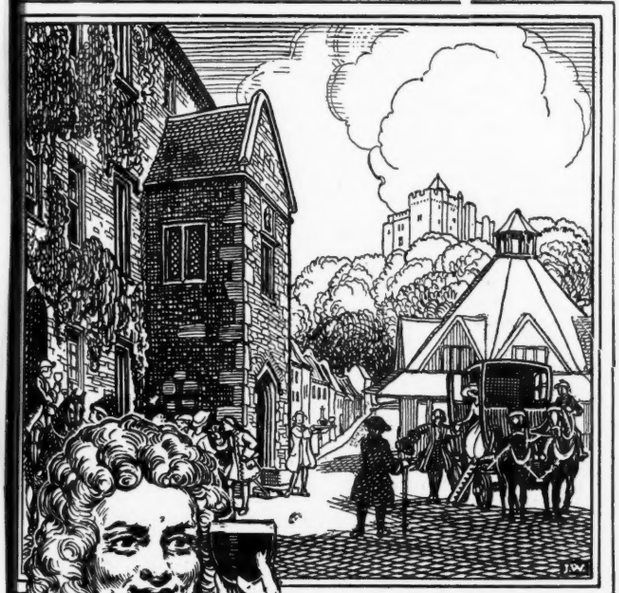
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But the race of connoisseurs is by no means extinct, witness the demand to-day for "Concord," the brand name which marks the *best* in Port.

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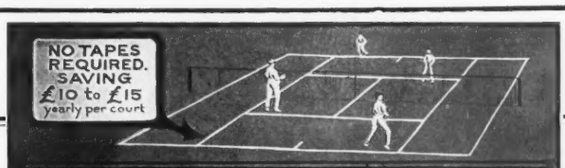
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THE BARGAIN PURSUIT

THE POSSIBILITIES OF RENOVATION, CONCERNING COUNTRY CLOTHES

MORE marked and determined than usual was the early onslaught made on the sales. The first week of the month saw a record crowd battling for the cream of the bargains, many of which had been marked down the previous week. One window at a well known West End emporium displayed a heterogeneous collection of garments, ranging from woven vests to blouses *via recherché* lingerie, etc., all marked, irrespective of original value, at 5s., this collection, needless to say, being cleared in the short space of an hour or two.

As always, however, I, personally, found the best and really sound bargains going at the small exclusive establishments. Both original models and first-class copies of advance models from renowned Parisian *ateliers* were, and are still, to be picked up for prices ranging from 2 guineas and 3 guineas upwards, though a very different state of affairs apparently prevails in Paris. But the opportunity here of buying up manufacturers' stocks of materials, at far below the cost price of production, emboldened many *modistes* to use a dull moment in their workrooms by fashioning these purchases into smart little frocks, which they have been able to sell, at a small profit, far beneath ordinary prices.

And these creations are well worth securing in view of the fact that they reflect the coming modes, in the guise of long, clinging draperies, long waist effects and the last word in sleeves. It is something, indeed, to have merely one of these new models, as a guide for a clever lady's maid or small dressmaker to copy, or in renovating existing possessions. I have especially in mind a certain representative example arranged in black crêpe *Marocain*, the straight, loose-fitting bodice being carried almost to the hips, where it met a wonderful *jupè* of uneven dipping draperies caught at one side by a large double clasp of dull silver. That was all, but this was nevertheless a creation that was a positive joy to the eye; every line was an artistic study. In another instance it was a frock of heavy black crêpe de Chine, merely relieved by a low placed girdle of fine black wool flowers. And yet, again, a charming little afternoon frock for a young girl was carried out in mole grey crêpe de Chine, the long corsage pouching appreciably at the back, an amusing drapery occurring just below the waist at one side in the form of a short frill that gradually widened into a long, pointed drapery at the opposite side. This, worn with a soft black velvet hat, the brim turned up from the face, grey stockings and black shoes, would be ideal attire for a smart lunch party, wedding or *thé dansant*.

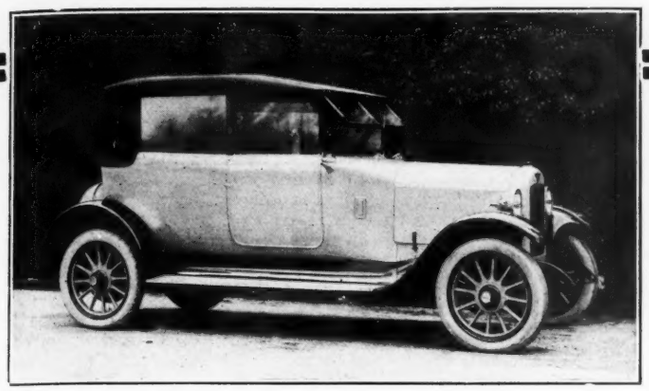
Embroidery is growing conspicuous by its absence on all the latest day dresses, but in its place there is a good deal of braid and also ribbon being used, both frequently *ciré*. Soutache also is coming in for a considerable amount of attention, employed to express all-over geometrical designs, often in a contrasting colour. Thus, navy blue is to be seen ornamented with a deep soutache *broderie* in beetroot red, while a black dress has a particular *cachet* imparted to it by hems of biscuit cloth soutached in black, the latter again being requisitioned to a gown composed of pale fawn cloth. A model after this *genre* had wide sleeves of black Georgette soutached in fawn.

To the story of odd, weird and strange sleeves there is positively no end. They are of every period, from the Renaissance onwards, while not a few are of an emphatically *religeuse* character. A full bishop, mounted at the base of a short chemise sleeve and, after forming a deep *bouffant*, caught in closely at the wrist, is a great favourite and particularly helpful in modernising a short-sleeved chemise frock, together with long, swinging panels of the same transparency. Under these and similar auspices the now *démodé* little frock can be metamorphosed out of all recognition, the panels adding the requisite length to the skirt and uneven hem, the sleeves modernising the corsage, while a deep draped sash effects the approved long waist appearance.

Country clothes just now are claiming a large share of attention, the rather gay-coloured plaid skirts, worn with a self-coloured cloth or velvet coat, coming in an easy first. Something of a feature, too, is being made of the *cache ney* cut in one with the collar, so that it can be worn flung over one shoulder or thrown back, as fancy or atmospheric conditions dictate. And as many of the new tweeds incline to garishness of colour and boldness of design, these attached scarves, together with the cuffs, are more often than not of a plain brushed wool. Though when all is said and done, there is no wiser provision, nor one in better taste, than a quiet neutral toned tweed, made on classic lines, as shown in adjoined sketch, the collar faced velvet, and showing an example of the greatest perfection in tailoring. L. M. M.



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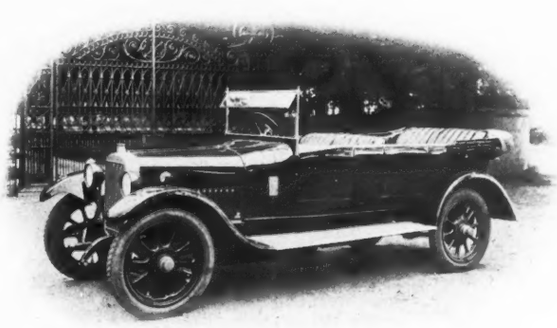
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Completely equipped and ready for the road.

DRESS AND GOOD LOOKS

THE RAGE FOR JET HAND-MADE FLOWERS AS TRIMMING.

IN that delightful autobiography, "Days and Ways of an Old Bohemian," Fitzroy Gardner draws a comparison between the beauties of the late 'eighties and 'nineties and those of the present day, the palm going to the latter.

This set me thinking, and surely Mr. Gardner is right in asserting that one sees to-day far more lovely faces than was the case then. Now what is the cause? That dress is a large factor is certain; also the more healthy outdoor sports life enjoyed. Furthermore, the dressing and general attention accorded the hair offers material assistance, while never were such beautiful teeth as one sees nowadays.

But, as Tennyson sang,

> Let never maiden think, however fair,
> She is not fairer in new clothes than old.

And clothes just now, as it is my privilege to point out, are more beautiful and enhancing than has ever been the case before, thanks largely to the eclectic choice from almost every period and country. The dress artist and designer of to-day is a very great personage, as highly cultured in *ligne* and colour sense as any sculptor or painter; therefore, so far as one can see, it is extremely improbable that we shall ever again resort to such atrocities and eccentricities as the high puffed sleeve—a dreadful excrescence—crinoline, ankle-length pantaloons and the like. Yet there are shadows of all these, but so cleverly modulated and expressed as to fall in with the generally artistic scheme of things, with the sole exception, perhaps, of the upstanding sleeve, one of the firmest decrees of the moment being a clear shoulder line, this really representing the origin of the good artistic silhouette now obtaining.

Never within recollection has dress been simpler in appearance, nor more difficult to achieve. The best results are entirely a matter of adroit handling and touch, creations practically built up on individual figures, and consequently adjusted to meet individual needs. That many subsequently resolve into easy slip-ons over the head, does not do away with the fact that they are modelled on expert lines that no set pattern in the world can achieve. Take, for example, the original design depicted, which gives a front and back view of the quasi-princess mode that can at present do no wrong. This is the type of model that, above all others, is ideally right for the lovely soft silks of the day, such as crêpe de Chine, *Marocain*, jersine and chiffon velvet. It is almost classic in expression, the front falling in long, undisturbed folds from a straight *décolletage* to the hem, which latter is accorded the approved uneven look by dipping panels and a skirt that drops deeper at the back. This aspect also shows the new draped or pouched bodice the folds caught to either hip by clustered loops of narrow ribbon.

Hand-made flowers are disposed to play a more than ever important rôle as a decorative medium on such a gown as this, either in the guise of a half girdle or as a trimming to the hem of the skirt. These represent the cleverest, most delicate artistry imaginable, symbolising faithfully such floral trophies as clematis, poppies, tiger and water lilies, poinsettias and full-blown roses. When used in profusion they are usually in harmony with the gown, although a single mammoth bloom is most helpful in introducing that telling splash of colour relief, than which nothing is more arresting.

Several of the new fabrics resemble hand knitting and, again, fashion up into the smartest of suits, and, incidentally, rather put to the blush the ardent hand knitters who are now deeply concerned in turning their talents in this direction. The coat and skirt, though, most highly esteemed by the *chic* Parisienne is built of ribbed black cloth and, at the moment, trimmed with grey Persian lamb or lynx, that will be replaced as the days lengthen by military braid or soutache.

For jet there is a veritable craze. Long lines of jet bugles are to be seen adorning many a black Georgette, crêpe de Chine and *Marocain* gown, while wide sleeves of net encrusted with fine jet bead embroidery form the outstanding feature of other black creations. Fringes of chenille or silk and jet mixed hang from large jet plaques, a more elaborate fancy comprising belts that are very wide in front and narrow off at the back, these composed either entirely of jet or jet and steel. The smaller accessories of dress include deep hair bandeaux, high Spanish combs, long neck chains and slave bangles, all of jet. L. M. M.



FRONT AND BACK VIEWS OF A GOWN ARRANGED ON QUASI-PRINCESS LINES

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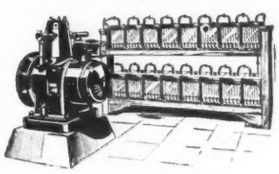
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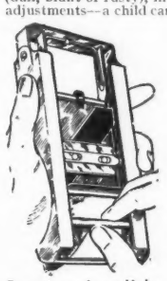
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DRESS AT HUNT AND COUNTY BALLS

VOGUE FOR WARM, WOOLLY FROCKS—MID-SEASON MILLINERY

TIME was, and not so very long ago, when at a county ball there was small difficulty in picking girls who habitually live in the country from those who had travelled farther afield and who were in constant and close intimacy with La Mode at her latest and best. But a change—and a welcome one—has now come about, and the country girl can, if she chooses, be every whit as well garbed to-day and as completely up to date as the other.

However, generally speaking, the dressing at hunt and county balls is decidedly on the up-grade, and it is the exception nowadays to see the complete dowdy, so often in evidence a decade ago. At the same time there are degrees of elegance, and the ultra *chic* still contrive to stand out and make their mark; at the moment chiefly through the agencies of clinging draperies, elongated bodices, no sleeves or sleeves of an extravagant character—*ensembles* that are at the same time characterised by a superb simplicity.

The vogue for the all-black, rather severe evening toilette is, of course, ideal for a hunt ball against the pink coats worn by the men. A sensational success was made at a recent event by a girl arrayed in a simplicity of black *Marocain*, which revealed, as she moved, a petticoat of scarlet Georgette, black shoes with red heels and a bandeau of scarlet leaves in the hair adding finishing touches of great *éclat*. It was, furthermore, whispered by her intimate acquaintances that beneath she was garbed throughout in red *au dessous*.

Another gown that stood out with fine distinction at the same ball was of a curious shade of dull blue charmeuse, the skirt all separate floating panels, over an underdress of pleated chiffon in tone. The accompanying corsage was severe to hardness, the *décolletage* slipping off the shoulders with quaint little rounded epaulettes.

Then a third triumph was achieved by a black chiffon velvet toilette, on which the sole relieving note was provided in a deep *berthe* of lacquer red lace. And the disposal of this *berthe* was most original, since after falling in approved fashion across the front of the corsage, it suddenly resolved at the back of the arms into long ends that were sometimes twisted loosely round one or both arms, or, again, left to float at their own sweet will and pleasure. More amusing than actually pleasing was a black toilette with swinging side panel draperies that had a deep band of white fur carried across the hem in front, which was repeated in a narrower form on the shoulder to shoulder *décolletage* and down the V-shaped back.

That we are in for a run of dull, sad-faced materials is certain. The waxed craze is passing, and in lieu of shiny satin and silk we shall wear dull *Marocain*, jersine and crêpe de Chine, together with kasha and knit woolstuffs. As was chronicled a week or so back, there is a veritable obsession for hand-knitted suits, and suits made of tricotine fabrics. As goes without saying, these are perfection for country wear and look their best in speckled effects—brown flecked with grey, grey and orange, blue and fawn, etc.

In the original example pictured, bla ckand white are selected, relieved by a deep checked wool braid of Indian red and black. The manner of arranging this on the coat is highly effective, while in narrower form it is repeated at the hem of the skirt and also on cuffs and collar; and to complete the *ensemble* there is provided a jumper adorned to match. Almost without exception are the coats of these knitted suits belted, although there appears to be a wide range of choice in the matter of length, some barely covering the hips, others reaching to below the knees. For the most part they are straight, the majority being worn with a little pouched effect at the waist.

The only hats that seem to matter at the moment are the neat tailor-mades and those worn at *thé dansants*. In the first *galère* there are to be found soft little pull-ons of stitched velvet, draped toques of duvetyn and quaint little Cossack caps of Oriental embroidery banded with fur. There are clear indications, however, that both crowns and trimmings are inclined to grow in height, a fancy that is made apparent in the *thé dansant* chapeau, that for obvious reasons cannot be of a spreading character. The most charming effects are being wrought with high wired fans of black or gold lace posed either at the back or in front, the latter bringing a slight reminder of a high Spanish comb, a suggestion that is enhanced when the lace mount is placed at a slight angle. A dome-shaped crown of velvet, encrusted with jet, is particularly pleasing adorned with one of these lace fantasies. A good deal of jet, as a matter of fact, figures on the *thé dansant* hat, which seems like settling down into a classic piece of millinery.

L. M. M.



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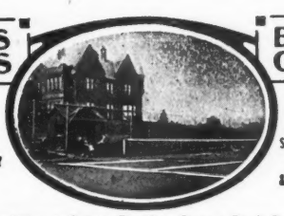


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THE VOGUE OF THE SHORT CONTRASTING COAT

FASHIONS IN NECK WEAR—THE *THÉ DANSANT HAT*

A GREAT deal that is duly significant is being made of the short, contrasting coat. These quaint, shapeless little sacques certainly require wearing, but well worn they are delightful. The prettiest, perhaps, are those that, after fastening at the throat, at once fly open in front, a procedure that exacts the presence of some dainty frilly blouse or jabot; although there is a decided *chic* in other models that close over on the left-hand side and carry in their train a high collar, finishing in outstanding points. For the fashioning of these jackets all sorts of unexpected materials are being used, including crêpe de Chine, *marocain*, kasha and fine face cloth. One of Indian red *marocain*, was seen accompanying a frock of navy blue kasha, while a gown of *beige* kasha was completed by a jacket of dark blue cloth, the wide sleeves of which were covered from shoulder to edge with a light all-over embroidery of soutache in tone. As a means of smartening up an existing possession, the little contrasting coat is most undeniably worth consideration.

The jabot habit is growing rapidly, together with many amusing little neck accessories, such as the plain, turned down white linen collar—the student's collar as it is called—plain *rabats* of clear muslin, and an endless variety of *lingerie* neck frills, picot edged points, etc., these sometimes finishing a straight band of dress material; at others, mounted in a folded black satin or silk stock. The pouter pigeon frill, as it is called, is going to be a marked feature during the coming season, and one can imagine the very most enchanting effects being wrought with white or pale coloured pleated organdi frills on simple little morning dresses of serge or kasha.

The best and most exclusive blouses are nearly all now finished with either two wide *plissé* frills of the same material, which are pulled out over the lapels of the coat, or else with two or three narrower frills running down one side.

When in doubt, buy a hat, is an old time creed that is always faithfully conformed to during the dull seasons. Invariably among the first to make a move are the milliners. At present there are very few straws to be seen, but those there are seem to tend to fineness and brightness, whereas the many hats of silk and satin are dull to sombreness. Long quill feathers of many colours are being much used, also quills worked over with sequins,



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FOR THE *THÉ DANSANT*: IN BROWN TULLE AND GOLD LACE.

these variously adorning shapes of satin, crêpe de Chine, duvetyn, soft felt cloths and straws. As many as three and four colours are to be seen in one model. Thus, in the case of a red straw, a wreath of quills was laid round the crown in vivid green, orange, sphyx blue and natural.

Feather mounts, also, are appearing in many fresh guises and in double and triplicate colours. Of this vogue you have a very representative example in the adjoined sketch. There is little to be seen of the crown, which may be of tulle or straw, under the smart mount of red and green feathers. And it is feather mounts of this description that can be bought ready made and which merely require some light filling in that almost any tyro in the millinery art can contrive at home. The general tendency of all millinery is to be higher both in the matter of crown and trimming, a line of conduct that is particularly appropriate to the *thé Dansant chapeau*, a piece of millinery that is just now in much demand.

With dancing the veritable craze it is, and so many incomes seriously depleted, the less expensive form of enjoying the amusement supplied in the *thé Dansant* is being more and more favoured. Consequently both the *thé Dansant* frock and hat are necessarily being accorded much attention. The dresses most favoured are simple little draped affairs of *crêpe marocain*, the long bodices starting with a *batteau décolletage* and frequently falling into a pouch at the back, from beneath which there comes a low draped sash at one side. Straight more or less chemise frocks of black velvet are likewise being worn, together with filmy little dresses of black or ivory tinted lace.

In connection with the accompanying headgear it is important that there shall be nothing in the shape of a brim or outstanding ornament. The most fascinating toques there are of tulle and lace, strung with chains of beads, others taking on the guise of Tuscan toques, effected in silver or gold metal materials, finishing at one side in a long end that rests on the shoulder; a further arresting fancy being supplied in high, upstanding fan arrangements of *plissé* lace. A brown tulle with fans of gold lace is strikingly effective, or black and silver; either of which, also black lace and jet, could be used for the carrying out of the suggestion pictured, this a supremely becoming model that could be adapted almost to any face.

L. M. M.

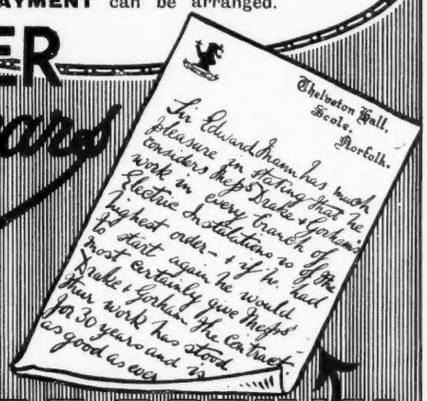
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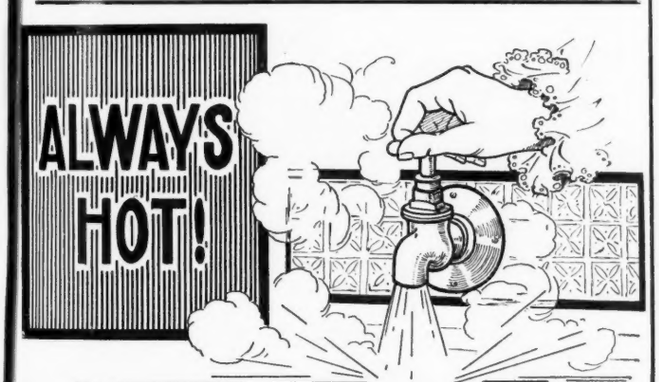
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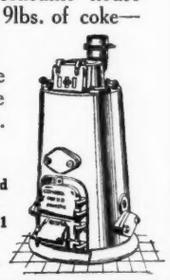


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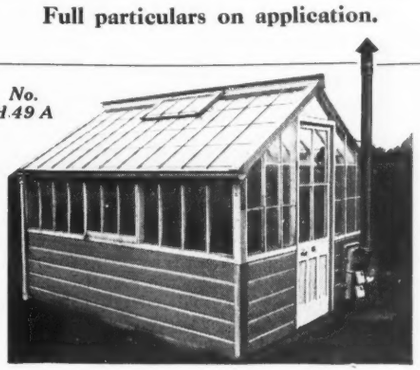
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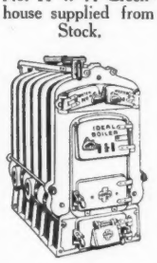
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WEDDING CLOTHES

SIMPLICITY WITH ELEGANCE. THE TRIUMPH OF GOLD AND SILVER LACE.

EVERYONE is talking of the Royal wedding, which, in its way, perhaps promises to be simpler than the wedding of many a commoner. The news is now leaking out that, apart from the exquisite silver and white wedding toilette, Princess Mary's trousseau is characterised by the utmost simplicity and moderation. But as we are reserving a future issue for the discussion of this great event, I propose to say a few words this week on trousseaux in general.

An innovation that promises to find a certain amount of favour is the dressing of bride and maids *en suite*, an effect wrought chiefly through the medium of cloth of silver or cloth of gold, varied by soft, lustrous satins interwoven with fine metal threads, like glinting sunlight. One of these schemes in process of being is carried out in cloth of silver, some lovely rare old lace being introduced on the bride's toilette, while the frocks for the maids are partially veiled in white Georgette. They are to be worn with the prettiest swathed toques of silver tissue ornamented with a long white ostrich feather, the fronds that hang down over one shoulder tipped with silver. Large sheaves of lilac will be carried in the hand, the stalks tied together by silver ribbon.

In the case of another bride who has selected a delicate pink satin shot with silver lights for her gown, the long Court train lined silver tissue, the *filles d'honneur* are to wear chiffon frocks, shading from a pastel tone at the top to a deep damask at the hem. These shadow dresses, of which it is predicted we shall hear a good deal in the near future, will be accompanied by large black picture hats, the soft folded brims lifted sheer off the face.

That which promises to be wholly conspicuous by its absence is the dead white wedding dress, ivory and oyster being the nearest approach to this old-time convention—a departure as welcome to blonde as brunette. The richest of materials and simple, elegant line appear to be the dominant notes of the latter day wedding toilette, the Mediæval, Renaissance periods being most in request, followed closely by a surplice style effected in lace or tulle finely embroidered in seed pearls and *diamanté*, amusing sleeves of the various periods playing an important part in these schemes.

Looking back to the busy lace and flower-bedizened creations of the past, one is the more impressed by the fine dignity and appropriateness of the new modes to this greatest of all occasions in a woman's life. Especially applicable is this simplicity to the many young girl brides of the present day, a large number of whom elect to take the great step enveloped in cloudy veils of white tulle.

The part played by the bridal veil, indeed, is most significant, together with the accompanying headdress, the latter ranging from narrow little chaplets of flowers and quaint falling frills of lace over the eyes, to high Russian headdresses and caps of flowers that have wired outspreading ear pieces like a Dutch cap. Almost, one may say, it is the exception to see two alike, the sole aim and end being to render these as becoming as possible.

We find both gold and silver lace figuring conspicuously in connection with many of the newest dance dress models. The lace is mostly bold of pattern and woven without any groundwork, and can be either bright or dull.

A representative example of how this is being employed is revealed in the adjoined sketch—an original design of a dance dress frock in rose-coloured velvet arranged in straight surplice manner, the folds caught in at a long waist line by curious gold tissue and dark blue hand-made floral *motifs*. Above the waist the velvet takes a slanting line below a deep tuck of the gold lace, the latter again appearing at the hem, where the *jupe* is slightly hitched up for its display. L. M. M.



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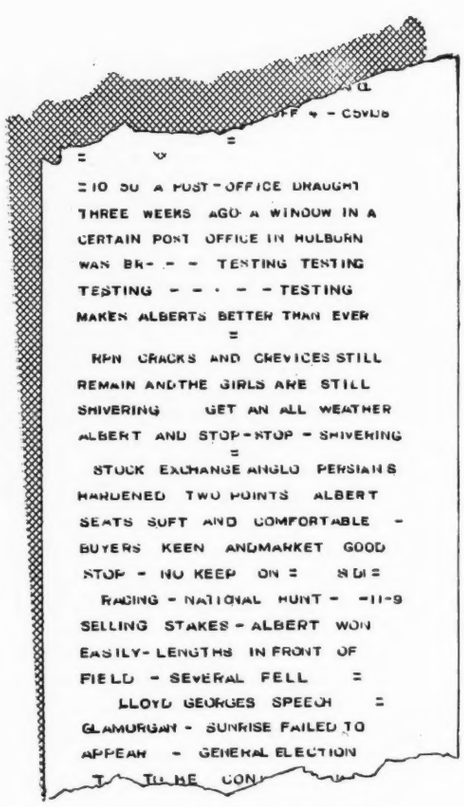
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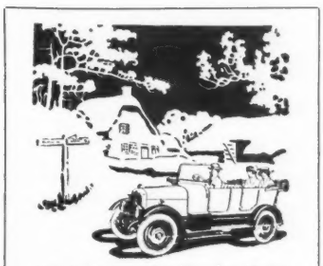
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ECONOMY IN SET COLOUR SCHEMES

SHORT SLIP-ON CAPES IN LIEU OF COATS. COUNTRY SUITS OF SHETLAND CLOTH.

UNRELIEVED black, it is at last being discovered, is not by any means as generally becoming as tradition would have us believe. There are even fair-haired, fair-complexioned women who become wholly insignificant arrayed in this sombre hue, whereas others of nondescript colouring curiously enough contrive to carry it off with a quite particular *éclat*.

The colour of the eyes has more than a little to do with this strange condition, also temperament. There are certain temperaments that are most acutely sensitive to colour, some wilting away if they adopt green, others being equally averse to terra-cotta, while there are people to be met whom the wearing of black reduces to the deepest depths of depression; and there are actually a few who invariably look their worst in the classic navy blue—all of which gives one to think furiously on the importance of giving the most careful study to this colour question and, having arrived at a satisfactory conclusion, to adopt the selection with sufficient gradations and differences to avert monotony.

One procedure, however, there is that the well dressed, especially those who have to study economy, invariably pursue, and that is a general colour scheme whereby they can adapt such dress accessories as stockings, shoes, gloves, handbags, *en-tout-cas* and, in a less restricted degree, hats to several suits and gowns. For such schemes grey and brown stand pre-eminently first, and there is a wealth of variation to be worked with both, brown lending itself to touches of orange, pale yellow, rust red and, of course, ivory and in some cases grey; while grey is, if anything, even more amenable, particularly in the matter of footgear, gloves and embroideries.

It is also quite a delusion that older women must inevitably dress in black. True, they may make that the basis of operations, but generally it will be found infinitely more becoming if relieved by touches of white or ivory in the guise of soft lace or tulle, and, in some instances, a discreet introduction of colour. Then for the evening there is, in addition to the always stately black velvet, a wide choice of mauves and, in particular, a dirty shade of pink—there is no other way of describing this artistic *nuance*—that many matrons find especially happy: but usually *fané*, rather than brilliant, decided colours are advisable, the latter tending to dim the complexion and skin that age has inevitably toned down.

Whatever the weather may hold in store for us in the way of cold snaps, the gaily filled baskets of the flower vendors intimate that spring is shortly to be with us, and consequently the craving for new clothes becomes stronger every day. At the immediate moment the chief obsession is for the smart, neat tailor-made, varied by coat-frocks, both of which can be worn with little furs, whose enhancing assistance we shall only part with at the last possible moment and then with many regrets, since there is nothing to take the place of soft peltry in close proximity to the face.

Somewhat contrary to expectation, the belt has not disappeared as an accessory to the *chic* tailor-made. It is, however, mostly of narrow width, so narrow, in fact, at times as to be scarcely visible, especially when the upper part of the coat pouches a little everywhere, as is frequently the case: while another outstanding feature with these belted jackets is the deep-cut armhole. This quite often is carried right down to the waist, the sleeve, after being mounted to the wide aperture, gradually narrowing off to the wrist, the resultant effect achieving an exceedingly pleasing and distinctive silhouette. Then another telling novelty comprises a large embroidered pocket *motif*; the only touch of relief requisitioned to an otherwise perfectly plain suit. A delightful example illustrating this vogue finds expression in a pale grey frieze, the black embroidery picked up in a lining of black satin, the latter revealing its presence in a clever adjustable collar that could be worn open or closed.

And yet one more innovation that requires to be chronicled is the substitution of a short slip-on cape in lieu of a coat. These capes are just hip length, shapely circulars with slits either side for the hands to be passed through, completed by something amusing and a little extravagant in the way of collars. A suit arranged after this mode consisted of a skirt of navy gabardine mounted on to a long, loose-fitting upper part of rust red crêpe de Chine, the hem, deep belt and slit pockets bound to match with rust red corded ribbon; and one of the short capes, similarly bound, the immensely high up-and-down collar held together by long cravat ends of ribbon. It was an exceedingly pleasing model and one that will surely find favour when the later spring months are with us.

Meanwhile, much that is significant is being made of that supreme novelty, Shetland cloth, that looks like hand knitting and is so infinitely superior, since it neither stretches nor shrinks. For smart country wear, practical suits of this material are taking an easy lead, many, in accordance with the latest decree, being narrowly bound with leather. It is impossible in a black and white picture to give the exact presentment of this fabric, as there is a certain small speckled effect in the wool that makes for a good deal of the attraction; but in the adjoined sketch you see a representative model made in grey Shetland cloth, piped with black patent leather, a belt of the stuff being piped to match the rest. And to go with these simple neutral toned costumes nothing looks better than one of those Norwegian wool jumpers woven in fancy stripes of many colours.

Now that so much convention has been successfully broken down in the matter of country clothes, largely through the influence of the golf course, these provide food for as much discussion as the more *habile* sections of dress. The ordinary tweed suit and shirt has at long last found many rivals, vivid colour playing a leading rôle, together with much that is a vast improvement in hats and footgear. The double strap golf shoe, for example, is far neater and more becoming to the foot than the heavy tongued brogue.

L. M. M.



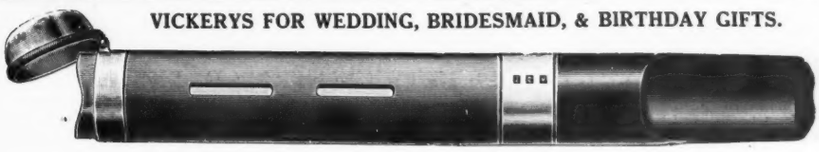
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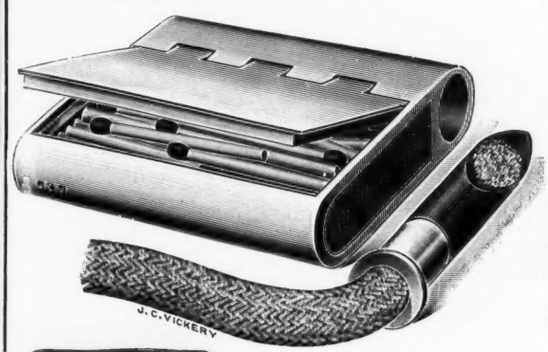
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THE ROYAL BRIDE'S TROUSSEAU

ELEGANT SIMPLICITY, BEAUTY OF LINE, COLOUR AND MATERIAL

THE wedding of Princess Mary has been the chief topic of conversation for weeks past. By her marriage with Viscount Lascelles, our beloved King and Queen's only girl seems to be brought into closer contact with us all, and despite certain royal conventions and barriers that inevitably hedge round Royalty, this girl bride has the heart of every woman in the land with her in the great step she is taking, and in an intimate way that certainly has had no parallel in the past.

During the last few weeks she and the Queen Mother have been seen many times shopping in the environs of Bond Street and Sloane Street and the miraculous crowds that have instantaneously sprung up, apparently from nowhere, during these shopping expeditions, have spoken far more eloquently than any words of the heart-whole interest manifested in this wedding romance

And yet, notwithstanding all the talk and commotion evoked, the royal trousseau is characterised by a great simplicity, while favours have been distributed with that fine tact and impartiality that has for so long served to endear the Royal family to the hearts of all English-speaking people. Not one dissentient or discontented voice has been heard, and establishments, honoured by merely a single order, have fulfilled their task with the same intense interest and pride as those who have necessarily had their resources more exhaustively requisitioned.

Regarding the trousseau as a whole the impression one carries away is that of delicate pastel colourings, tender pinks and blues, sweet pea *nuances*, broken discreetly here and there by neutral and ivory tints and modish black creations. Perhaps no more perfect foil could be found to the latter than Princess Mary's fair skin and sun-kissed hair; and while the decrees of Fashion, that autocratic dame who rules our dress destinies are represented throughout this trousseau in the guise of the long waist, longer skirts, draperies, girdles and novel sleeves, and so on, there is a conspicuous absence of anything even approaching the extreme or extravagant.

Exquisite materials, deftly handled, have resulted in garments that are the epitome of good taste and refinement, with, now and then, certain little characteristic touches that at once proclaim the fact that Princess Mary holds individual opinions of her own.

Although left to the very last moment, owing to its delicate hue and silver trappings, the wedding *toilette* necessarily comes first in importance. For the basis of this exquisite creation there is employed a sheath of cloth of silver, its scintillating loveliness partially veiled in a transparent overdress, encrusted with a delicate embroidery of silver and pearls. Indescribably beautiful and wholly unique is the specially woven Duchesse satin, interwoven with silver, the work of Sir Frank Warner's mills at Braintree, Essex, employed for the full court train, on which there is worked an embroidery with Indian silver and silk, the whole presenting a shimmering mass, while over the shoulders there falls a deep cape of rare old lace, finishing in soft cascades at either side.

The *couturières* responsible for the designing and making of the bridal toilette are Reville and Rossiter, Hanover Square, who have also made the gowns for the *filles d'honneur* of silver tissue and silver lace, wreaths of silver roses being worn in the hair. Included in the trousseau are several other dresses from this house, notably a sapphire blue and gold evening toilette, the underdress of which is of shot blue and gold tissue, together with a tea-gown in that most seductive of greens, *eau de nil*, a delicious foamy thing of chiffon having a *fond* of *satin beauté* and very lightly embroidered with iridescent *paillettes*. A draped train of the chiffon adds a completing touch of supreme elegance.

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this important feature of the trousseau. Straight, simple and girlish of *ligne*, the essence of the charm lies in the colouring and material. The latter, of charmeuse in a delicate Nattier blue, is embroidered in long lines from the base of a short yoke to the hem of the skirt with self-toned silk, picked out with tiny coral beads and crystals, the whole held lightly to the figure by a sash of the satin loosely knotted at one side. The sleeves are moderately wide and three-quarter length.

For this creation Madame Handley Seymour, New Bond Street, stands sponsor and she is, moreover, to be congratulated on having designed and executed a perfect little gem of an evening frock, a soft, filmy affair of wild rose pink Georgette, having long embroidered panels of pink crystal beads at the sides caught to the waist by crystal bead roses wondrously fashioned of innumerable strings of the beads. This gown will be found illustrated on this page



IN WILD ROSE PINK GEORGETTE WITH EMBROIDERY OF CRYSTAL BEADS.

Essentially of the hour is an *après-midi* gown of black Georgette, once more superbly simple of *ligne*, on which two shallow flounces of the material are posed, each one edged by a band of sable squirrel, while the neck of the corsage is shaped out into a square. Dark blue velours ratine is requisitioned to the cause of a three-piece suit; a very impressive model, its skirt arranged with downward tucks, on which a *broderie* is introduced, formed of groups of gun-metal studs, the coat has short fronts and a longer back surmounted by a stand-up collar of grey fur, the cuffs embroidered in diamond design to correspond with the dress, the upper part of which finishes with grey crêpe *beauté* satin collar and cuffs.

To Madame Handley Seymour there has also been entrusted the designing and fashioning of a gown of real lace owned by the Princess. Of genuine old-world tint, this has draped panels and a *bébé* bodice, the former captured at the waist by a chiffon sash held by bunches of dark and light pink roses, floral trophies that are repeated at the hem of the skirt, where the lace is lightly cascaded. A *recherché* dinner gown of black Georgette and sequins carries a beautiful embroidered girdle.

A milliner who is particularly responsive to Princess Mary's taste in hats is Millicent, 52A, Conduit Street, W. The country hats coming from these *salons* appeal as exceptionally attractive, and are chiefly of mushroom character, built of felt or suède cloth. One in a dull jade green has the brim outlined by a cockle-shell trimming of ribbon to match, touched with a line of gold, *flots* of the same ribbon falling either side. This effective glint of gold is also apparent in the case of a brown *faille* ribbon that, after being fantastically plaited, is fashioned into the most becoming of toques, the brim turning up in front in soft, undulating lines and pierced at the right side by a slender tortoiseshell double-headed pin. It is this model that is shown with the pictured travelling coat of moleskin.

A delightful colour scheme employed for a larger shape boasts a brim of all narrow pale pink ribbon allied to a crown of mole tagal, with at one side an outstanding mount made of mole and pink flower petals. Trailing its graceful way across the swept-up front of a black satin small chapeau is a wreath composed of small pink and red roses, borage flowers, periwinkles and bright reseda leaves. Delicately painted oyster shell flowers are used by Millicent as a decorative medium, and with quite signal success, on a dainty lace hat destined for the sunny south.

FURS, SUMPTUOUS AND SIMPLE.

Very representative, alike of the taste of the Princess and the fine artistry of Revillon Frères (Regent Street and Paris), is the moleskin travelling coat, which we have been granted the privilege of illustrating. A close study of the adjoined picture will prove far more eloquent than any description of the exclusive charm accorded this garment by the clever working of the skins, these clearly denoting the deep yoke out of which the sleeves resolve, the slightly fulled centre in which the strands of fur are all delicately scalloped, and the deep hem of similar strands, each one worked the alternate way of the pile, a finishing touch of infinite *chic* being accorded by a *doublure* of *broché* crêpe de Chine, exactly toned to the pelt, and a pillow muff.

From these *salons* there has likewise emanated a magnificent white Russian ermine stole, so planned that it can be lightly caught together beneath the arms when it takes on the guise of a loose *manteau*, the accompanying tails forming a handsome fringe round the entire edge and collar, a particularly alluring note being further imparted by a lining of white brocade velvet veiled with chiffon. A truly regal wrap, probably destined to be worn

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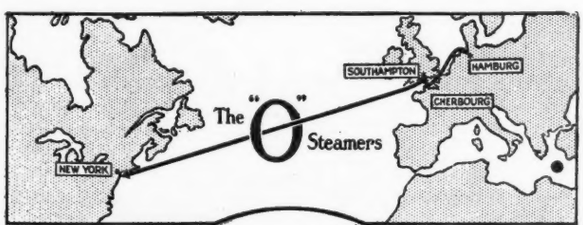
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over the bridal gown to and from the Abbey.

Especially *recherché* and distinguished also is an evening cloak fashioned of sapphire blue velvet closely covered with small gold spots, gloriously collared and cuffed with natural blue fox, an *imprévu* note appearing when the fronts are thrown back to reveal a *doublure* of pale pink charmeuse. This, with another ermine stole of narrower width—but measuring two yards in length, so that it can be swathed becomingly and cosily about the throat—concludes the bridal equipment so far as Revillon Frères are concerned.

SWEET PEA, MAUVE AND PINK, AND FILMY LACE.

From Madame Hayward, New Bond Street, come several noteworthy creations. One, an écru lace demi-toilette, mounted over crêpe de Chine of the same seductive hue, the lace forming long side draperies, surmounted by a sash of old blue and old pink satin caught at one side beneath a posy rosette of pink ribbon. Of the palest grey crêpe jersey—an exquisite fabric—is another afternoon gown, the sides of which are laid in fine knife kilts, a line merely broken by a graceful sash, the whole expressing in a marked degree the *penchant* for straight, slim elegance.

For a picture tea frock Madame Hayward has evoked the services of sweet pea mauve chiffon, finely pleated from round *décolletage* to hem, and ornamented with equally finely pleated *motifs* of cobweb lace. Mounted over two shades of blue, this has a sash of pale blue and pale pink chiffon held on either hip by a mammoth pale blue and pink begonia respectively, and is a very little *chef d'œuvre* of filmy loveliness. A coat and skirt of blue velvet is another triumph, a model eminently quiet and restrained in taste, the coat with long, close-fitting sleeves belted at a low waist line; and to wear with it there has been devised a jumper of blue crêpe jersey embroidered with blue and white beads.



A TRAVELLING COAT IN MOLESKIN EXQUISITELY WORKED.

One of the many novel materials figuring in the trousseau is navy sergine, used by Paul Carat, 16, Orchard Street, W., for a *chic* coat-frock. Navy sergine is conspicuously light and fine of texture, and, consequently, lends itself admirably to the *broderie* introduced of royal blue silk and round black braid, to effect a trellis design. The sleeves to this frock are long and wide, a handsome steel girdle, held by an oxidised, jet and steel buckle, completing the scheme.

From the Royal Irish Industries' Association, 96, New Bond Street, comes much exquisite lingerie; while as behoves their status in such accessories, Messrs. Robinson and Cleaver, Regent Street, have been honoured by the customary Royal order for handkerchiefs. In choosing from the many specimens submitted to her, Princess Mary has, very characteristically, placed fine quality of work and daintiness before a mass of ornament. The majority, if not all, are embroidered with the Royal Crown and the letter M, and include a set of exceptionally fine hand-spun linen; another showing a simple design of delicate hand-embroidery carried all round; while a third of linen lawn is ornamented with drawn-threadwork and edging of real lace.

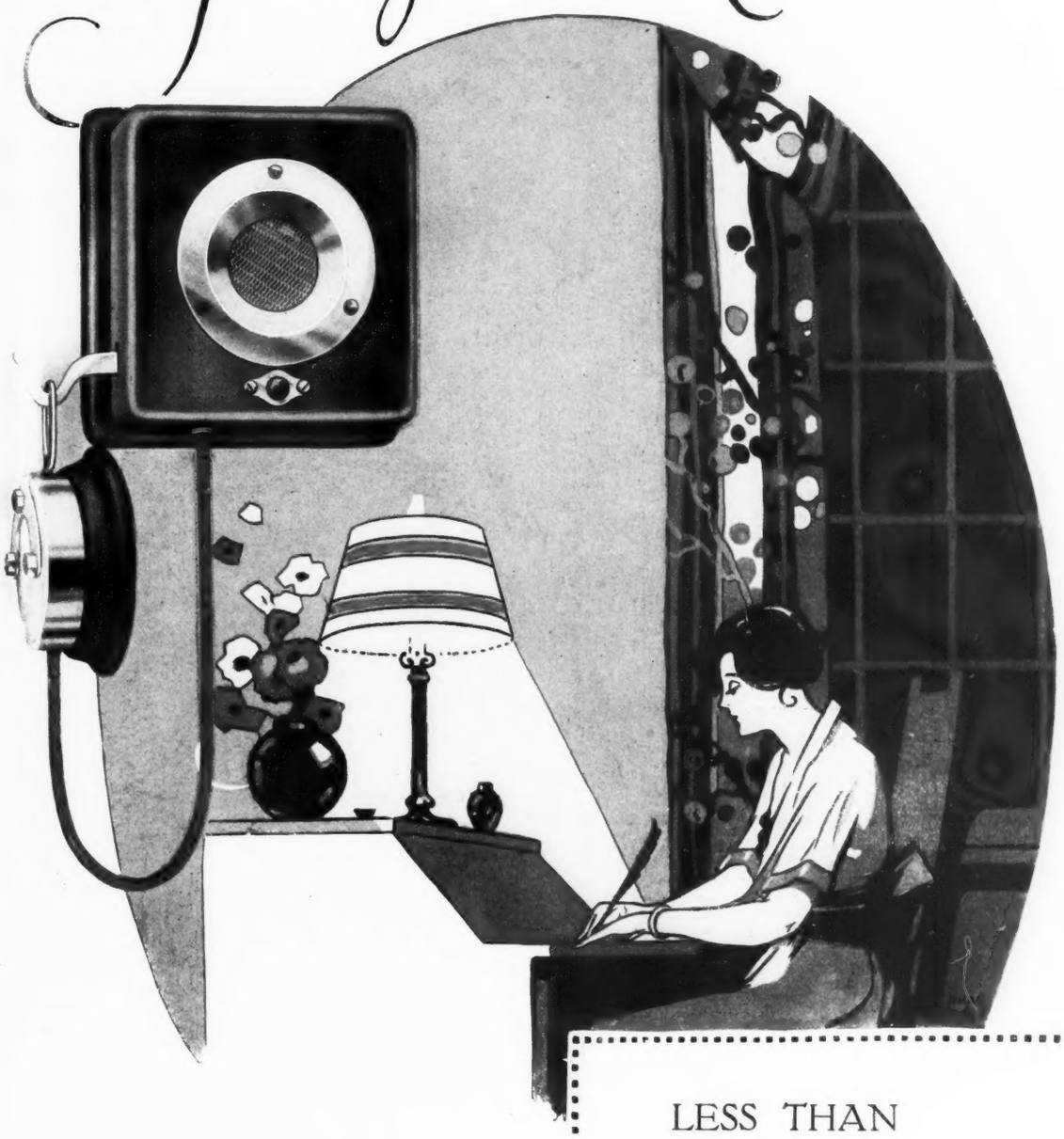
Messrs. Robinson and Cleaver have, furthermore, contributed some of the daintiest, prettiest lingerie cushion covers, which one feels are ideally associated with the fastidious taste of the young bride. One example of cobweb fine linen is handsomely embroidered with *point de Venise* insertion and trimmed with the same real lace; another displays inserted *motifs* or real *filet*, and all again bear the Royal Crown and letter M.

Naturally, the Royal School of Art Needlework has had its resources called upon, and not only by the bride herself, but also by many who have commissioned this world-famed storehouse of fine needlecraft to provide suitable gifts, such as blotting books, sachets and the like. One especially beautiful fling-over is made of Indian muslin, so delicate it might have been woven by fairy fingers; on it a spray and powderings of mayflower are worked, the pink-tipped blossoms with their black stamens standing up in high relief against the pure white of the background, which is edged with real lace. Also some members of the council of the school are presenting a fire screen, especially designed to complete the Louis Quinze room Viscount Lascelles has arranged for his bride. A more perfect piece of artistry could scarcely have been conceived than this screen, with its oval frame of gilt standing on feet, with a close inset line of blue, the centre comprising a piece of oyster satin on which there is worked a blue bowl, overflowing with a riotous display of roses, carnations, harebells, etc. A veritable heirloom that may be handed down from generation to generation.

Other representative names figuring as makers of the trousseau are Dickins and Jones, Regent Street: Harrods, Brompton Road; and Liberty, Regent Street. Albert Welch, 14, North Audley Street, has had the footgear committed to his experienced care. The wedding *souliers* are of silver shot satin, woven at Braintree, Essex, a Court style with Louis heels. For more useful wear Mr. Welch has evolved some most persuasive grey and white antelope shoes, fashioning these with three straps that ultimately converge into one; a smart pair of white antelope being likewise arranged in Court style.

And so briefly ends our contribution to the story of this absorbingly interesting trousseau for a bride to whom we all wish the most heartfelt happiness and who we trust will live in our midst for many and many a happy year. L.M.M.

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THE PINAFORE FROCK UNDER NEW AUSPICES

VOGUE FOR THE NOSE VEIL. THE NEW TAILOR-MADES.

A NOTICEABLE feature of many of the new season's gowns is the contrasting corsage. Not necessarily contrasting in colour, though that also frequently happens, but in material. In this connection the recently revived pinfore frock figures conspicuously, a fancy that made its re-entry on the Riviera. A pretty free licence, however, is taken with the name of pinafore, the styles offered ranging from a bib, that resolves into narrow braces crossed at the back, to a straight flat corsage minus sleeves, the latter supplied, together with an underarm piece, in a contrasting material or colour.

And with such models it is to be further remarked how often the services of belt, sash and even the ubiquitous girdle are dispensed with, which is merely the thin edge of a wedge that one trusts will not be carried very far, since waist fitments are so distractingly lovely, varied and becoming. At the same time it is just as well to avoid monotony wherever it is met, and that being so the pinafore corsage may be accepted as a happy medium.

Looking a little ahead, there is every possibility that this pinafore movement in its various aspects may come to play an effective part in connection with washing and sports frocks. One can vision, for example, a fine white serge, summer weight, arranged with a skirt that has the fulness gathered several times over the hips, the material above the waist taking the form of a low, square-shaped bib cut in one with bretelles, that are carried over the shoulders to resolve into the same bib movement at the back, while on the front bib only there is worked a darning-stitch design in pale yellow floss silk, a note of contrast that is repeated in a soft little blouse of linen lawn.

This, too, is the sort of gown the *vraie élégante* will see fit to finish with one of the very loose full hip-length *dégagé* coats, the sleeves modelled in one with the body part. These coats, although they require to be worn and are by no means becoming to everyone, can be the very epitome of *chic*. One example to cross my path of vision completed a suit of navy suiting serge and was trimmed with tiny kilted frills of narrow red corded ribbon, a red that was something between vermilion and brick, each frill divided by a narrow black silk braid. The *jupe* also was characterised by an amusing innovation, as it appeared to be buttoned, like small boy's breeches, on to a straight corsage of crêpe jersey the same colour as the ribbon. This upper part, in fact, was no other than a jumper worn under instead of over the skirt.

Other suits being shown are of the ultra severe classic type, and the distinctive feature in connection with them is the extreme length of the coat, this more than covering the knees, the basque taking a decided flare from a longish waist-line. In neutral toned materials of every description, from covert coating to ribbed cloths, and others striped at wide intervals with a pin line of contrasting colour, these suits represent the acme of fine tailoring, the slim, straight skirts a good eight or nine inches off the ground. Then, in conjunction with such quiet, essentially refined, but, alas! rather costly suits, the gay little hat will be worn, in the composition of which several new reds will make their appearance. The vivid sealing-wax red is a thing of the past, supplanted by Persian and Indian *nuances*, rust and orange tones. It may of course be mere coincidence, but it is pleasant to believe the vogue setting in for blues is in direct compliment to Princess Mary. Whatever the cause, however, the fact remains that blues are going to figure conspicuously during the forthcoming season; and they will range from delicate delphinium and love-in-the-mist to a rich, *voyant*, stain-glass-window tint, and from indigo, that is almost black, to a light navy. It will be long before we forget the touch of blue introduced for luck in the Royal wedding dress, expressed so tastefully in a true-lover's knot of pale blue velvet, that in a way seemed to act as foliage to the silver flower finishing the silver waist girdle.

Especially applicable to middle age are some delightful rhododendron mauves and reds, that work up attractively in the guise of head gear, both straws and "crin" being found in these becoming shades, together with the lace and lightly embroidered nets arranged as short full nose veils, which are the only veils now considered really smart and which seem to occur on eight out of ten of the new small models and frequently finish either side in long, slim, pointed draperies.

But to carry this discourse back to tailor-mades, and the more *habillé* examples, in particular, as these are now putting in an appearance and are characterised by many fascinating and original details, there are, for instance, some novelty wool girdles, one of which is included in our pictured offering. This, a coat and skirt of beige gabardine, boasts contrasting collar and cuffs, picked up in a fantasy girdle that imparts a supremely telling touch to the short, full basqued jacket.

The *gilet* is growing steadily more insistent, fashioned severely of serge and flannel cloth or heavy self-coloured linen, for the neater styles, and of elaborately embroidered materials for the more decorative efforts or suède stamped out in a *broderie-anglaise* design over a coloured silk or cloth. L. M. M



THE GIRDLE PLAYS A PROMINENT PART IN ENSURING THE SMARTNESS OF THIS NEW COAT AND SKIRT.

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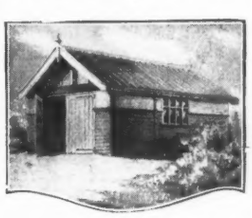


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THE coquettish weather of March and April renders these months proverbially difficult to dress for, and one of the wisest provisions for such variable days is a smart light-weight waterproof. Those admirable silk rubbers, for example, that fold up into an incredibly small space, to be tucked, when liked, into a handy little envelope bag of the same, are at once a comfort and a great economy, since under their protection many a dress is prevented from losing its pristine freshness, so easily dispelled by a sharp shower of rain.

A white silk rubber with bright coloured collar and cuffs, neatly belted to the waist, is anything but unsightly; and frequently one has to look twice at a waterproof nowadays to realise that it is other than an ornamental wrap. Personally, although it may only be silly prejudice, I do not care for those thin, transparent oilskins—they remind me somehow of a poultice, and there is practically little or no difference in weight between them and the opaque silk rubber.

Then, another weather-resisting possession is the hard toque, a fancy that is now rendered quite attractive in kid, fashioned into becoming swathed styles, or with upturned brims much deeper in front than at the back, the kid for these brims being often laid in broad shallow folds. So equipped, one can sally forth on the most doubtful days with a mind calm and unperturbed.

A casual glance at some of the strained waxed satin toques now being worn might possibly mistake these for kid, and there is also to be observed a certain amount of black patent leather employed as a binding to bengaline and ribbon hats. It is quite effective, and appeals, moreover, as seasonably suitable. At present, wings, quills and made-up feather fantasies prevail as decorative media, particularly clever play being made with wings and quills. A neat little *cloche* of navy bengaline had the brim covered with close, overlapping, short, shiny feathers, pointed like leaves, a *ciré* black binding outlining the brim. Similar feathers in several colours appeared as a wreath on other small *chapeaux*. Wings, of course, can be rendered more assertive, a licence that is made the most of by adroit millinery fingers, many being poised at amazing angles, for the most part at one side of the front, though a few show an *arrière* disposal which, with some faces, is so extraordinarily piquant, an effect that finds encouragement in the new larger straw and crin shapes, the brims whereof are sheared off quite short back and front and invite the co-operation of something bizarre in bows and wings.

Meanwhile, the early spring suit of contrasting coat and skirt goes on its way rejoicing. Familiar as it is now, the parti-coloured striped skirt, surmounted by a hip length, semi-fitting, immaculately tailored velvet jacket, continues to prove extraordinarily attractive, the more intrepid exploiting bottle green, a brown that is almost rust red, as well as the more conventional black and nigger velvet. Or, again, there are suède coats for those who like and can wear that rather hot, suffocating pelt. *A propos* of which the last word in jumpers is one made of suède trimmed with cowboy fringe. These are novel, and all right in the country, but—well! they are not everyone's fancy! Those interested in more *habillé* tailoring are equally concerned in the designing of the contrasting coat and skirt, and have very much their own ideas how these suits shall be expressed, using in their composition a good deal of embroidery both in silk and the new raffia braid.

An especially original scheme of colour and style is illustrated, this comprising a *jupe* of grey kasha worn with a coat of henna brown on which an effective broderie is wrought in grey and soutache. The manner in which this broderie is applied is as uncommon as it is telling—massed above and below the waist in front, and merely appearing on the lower half of the basque at the back, while the sleeves are ornamented well above the elbow. That plain softly finished collar is also a noteworthy feature, as is the accompanying toque of waxed brown satin, over the high upturned brim of which, at one side, there curls a grey cock's feather. Worn with grey stockings and black shoes, there is at once represented a really *chic* early spring attire.

Coat-frocks of a supremely simple order are to be seen, effected in light hued kasha, buttoned severely up to the summit of the throat, where the prettiest finish is provided in crisp little outstanding frills or else a demure turn-down collar of white organdi, the cuffs corresponding.

Organdi, tucked in vertical groups and edged with a tiny Valenciennes, is responsible for some of the daintiest of these lingerie adjuncts, a small striped lissue handkerchief being tucked into an absurd little pocket introduced on one side of the front above the waist; and those who find dead white rather trying have now the alternative of a deep Chinese ivory.

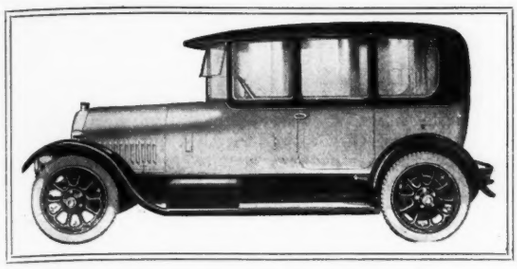
One hears, too, of those persuasive pleated Toby frills being ear-marked for summer frocks—soft, seductive things of chiffon and Georgette, in white, ivory and delicate pastel pinks and mauves and yellow. These frills, by the way, do not look well on the *batteau décolletage*, a deepish round or a long-pointed V showing them off better. There will also be frills to match on the sleeves—turned upwards on short ones, and dropping right over the hand on long ones.

The trimming of skirt hems with large flowers, ruches and ostrich feathers is unquestionably growing in favour and at the same time in exaggerated expression. Frequently the effect achieved is almost grotesque. L. M. M.



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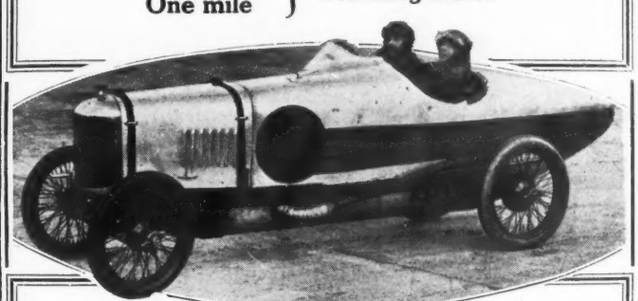
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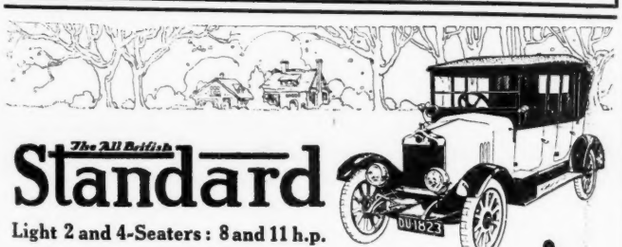
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THE ALLURE of the SOFT LITTLE FROCK

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THE same with a wealth of difference best describes the soft little frock of the moment, so popular just now for afternoon and evening wear. And this is not by any means as paradoxical as it sounds. The first impression one gets of some elegant, lissom figure floating along in flowing draperies is familiar enough, and only a close survey reveals the many differing expressions that prevail.

Sometimes it will be a drapery swathed round the figure to fall in long pointed ends at one side, surmounted by a long, slim corsage, held to the hips by a gorgeous Cleopatra-like girdle. Again, a similar effect will be brought about by numerous overlapping panels falling in uneven points at the hem. Another quite different appearance being achieved by the material strained tightly across front and back to culminate in full flowing draperies either side. The effect of this severely flat back and front is extraordinarily pleasing; it also makes for a quite distinctive silhouette, as may be seen in the original pictured model of an afternoon frock.

This charming creation is carried out in *café au lait* Georgette over a skirt of charmeuse of the same hue, the long swathed corsage finishing with narrow pendent mediæval sleeves.

At a recent display held by Messrs. Bradley, Ltd., of Chepstow Place, W., the soft little frock was much in evidence. An especially attractive example being fashioned of dark brown crêpe chiffon with superposed bias folds mounted at a diagonal line, the long, dipping side panels being similarly decorated. There was a general murmur of approval on the appearance of a black and dull red gown, the long, tight sleeves of which had square floating pieces of the red Georgette attached to the back of the arm from wrist to elbow.

As the display was especially large and the mannequins moved with great rapidity it was impossible to gather more than a general impression. But this carried the conviction of much black *marocain*, beautiful draperies, exceedingly long waists, and exquisite and original embroideries, the latter for the most part Eastern in suggestion. A quaint little coat drawn in round the hips by a deep band, was made of some curious, many-coloured silk, through which there glinted a thread of gold, and was worn with a plain skirt. There were a significant number of pleated skirts, especially in the case of sports costumes, and many strikingly good tailor-mades, both in the severely simple classical styles and the more modern long-belted coats; the *jupes* with these were almost as short and slim as last season.

In evening frocks white *marocain* struck a decisive note, and among the many *recherché* evening manteaux there came one of gold *lamé* with a pouched over cape and wing sleeves of gold and lacquer red brocade, the neck finished with a great ruche of lacquer red ostrich feathers. Somewhat similar in colour was a cloth lace affair inset with great wheel rosettes of braid lace mounted over gold lace tissue, this having a quaint stand-up collar of the gold tissue and set wide about the face, stitched in heavy cords.

An outstanding feature with a number of the more *habillée* street gowns, as well as advance summer frocks, is the short cape. The authorities at Chepstow Place have definitely decided that this graceful accessory is far too valuable a one to be lightly discarded. And as shown in these *salons* its enhancing virtues are unquestionable. It is just the little more that means so much to the majority of women, who do not care, as the French say, to go out in their figures.

The furs, of course, were superb, special emphasis being laid on those most covetable light summer stoles of pure white ermine. Much noticeable appreciation was accorded a Russian sable affair that was worn slung round the front of the throat, the ends crossing at the back and being brought again round to the front. This, besides being the epitome of elegance, was a thoroughly practical little fur.

The millinery ran to size and picturesqueness, the becoming crinoline shapes very much to the fore, wreathed with flowers or else the brim pressed down at one side beneath a magnificent artistically arranged posy of flowers. All were worn well forward and at just a suspicion of an angle as now decreed. This, all too briefly, is the gospel of La Mode as expounded by this very well known authority.

A form of embroidery that is creating a small *furore* is the Richelieu. It is *à jour*, like *broderie-a-glaise*, but, instead of being merely whipped over, it is worked round in button-hole stitch, which throws the pattern up in much higher relief.

Richelieu embroidery is especially effective when used in *motif* form on those smart dressmakers' jumpers of jersine and silk stockinette, also as the relieving decorative note on the wide bell-shaped sleeves carried from the edge to the elbow.

Embroideries of every description, however, are not dead, or even dying, as has been predicted, but they are employed less lavishly and, consequently, more artistically. On a coat, for example, there will be no more, perhaps, than a large *poche* movement either side, or a trailing design round the front edge of the basque and on the sleeves. Rather ephemeral, but immensely *chic*, are dresses of an ivory white, rather coarse wool material worked in Persian colourings with a sort of chenille wool that stands out like an embossed pattern.

Considerable attention also is being accorded narrow, gay-coloured ribbons, that are plaided, striped, flowered and frequently finished with a tinsel edge. These are applied in various ingenious ways on both silk and wool dresses as well as coats and skirts. Milliners, too, are especially *épris* of these ribbons, which they manœuvre into tiny flowers and pack into close thick wreaths and large pompon rosettes. L. M. M.



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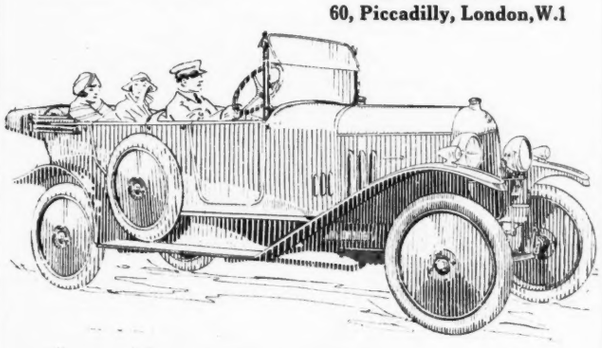
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—Marcus Aurelius.

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GREAT VOGUE FOR *APPLIQUÉ* TRIMMINGS

THE *CHIC* COUNTRY GIRL—THE DRAPED BLACK EVENING TOILETTE.

EMBROIDERIES are breaking out in several fresh and novel expressions, particular emphasis being laid on *appliqués*. In the case of washing frocks this style of ornamentation promises to be very prevalent, and is likely to bring such creations to a level never before attained. Figure to yourself a dark blue linen lawn *appliqué* with small squares of white linen inset with open work stitch and embroidered in the centre with flax thread in shades of China blue and a *soupçon* of dull red. Or, again, a bronze coloured shantung decorated with little diamond-shaped *motifs* of beige cloth, mounted with blanket stitch, a dress completed by a beige cloth cape, that is merely a square mounted on to a yoke piece cut in one with a high collar, the front crossing over and buttoning at one side.

Appliqué motifs of cloth on a figured shantung are especially effective, and one realises how the fancy has caught on when one sees the immense variety of these dainty decorations to be bought ready made in the trimming departments of our big emporiums. These *motifs*, together with the many amusing sleeves, original collars and neck yokes are already in conspicuous evidence in connection with advance summer models.

Meanwhile the chief social amusement of the moment appear to be the early spring meetings and point-to-point races. The difference in the dressing at these two affairs is very apparent to the close observer and is extremely interesting, showing as it does the fine *nuances* now decreed. At the Cheltenham Meeting and the later Grand Military Meeting at Sandown, the best dressed women all wore the smarter type of tailor-made. Of these, many displayed the hip-length loose sac coat modelled in one, with wide, square sleeves, that at the back has almost the appearance of a cape; another favourite style, showed a full hip effect and a general suggestion of shapeliness and form that has for long been absent; while yet a third could only be described as a glorified classic, straight, simple and semi-fitting. A notable feature in several of such suits was an exceptionally long lapel collar. This is carried beyond the normal waist line, which brings the two or three buttons employed for fastening beyond the line of the hips.

Also, there is the coat-frock, under delightfully novel auspices, in which wide cape sleeves play a significant part. One of these in Havana brown kasha was trimmed with a latticework design in the new straw gallon, introduced about the sides of the skirt at the top, on short loose side basques, and once more on the assertive square cape sleeves. Further interesting details in this model were a flaring pointed collar of white linen, a large, soft bow of black satin and a curious girdle made of straw cables and flowers. It was worn moreover with an amusing toque of brown *marocain*, the high-standing front punctuated in the centre by a pierced tortoiseshell ornament.

A very different story, however, though one in its way quite as arresting, is revealed at the smaller and very cheery point-to-point meetings. Here country clothes, *pur et simple* are *de rigueur*, and they are most illuminative, showing as they do the great strides that have been made during the past few years in the art of combining the essentials of smartness and suitability, a change and improvement largely due to boldly patterned tweeds, the variety now offered in pleated skirts, self-coloured coats, jumpers, scarves, felt hats, beautifully built and of becoming character, and, very especially, footgear.

In fact, from head to foot, country garbing is replete with fine taste, consistency and finish. The coats, for the most part, are finger-tip length, straight, save for a suspicion of shaping at the sides and have close-fitting sleeves, some finishing with high, soft, wrinkled collars, others having long open fronts linked together by buttons. The accompanying skirts literally riot in gay colours and intricate plaids and checks, to which mysteriousness is added by a labyrinth of diversified flat pressed pleats.

Prominently to the fore are the hand-knitted coats and skirts, the latter worked in corrugated stripes at the sides, leaving the front and back plain, the belted coats usually having their edges bound with self-coloured silk military braid. A scheme of grey relieved by a pale yellow jumper and worn with a soft grey felt hat, the crown tucked down into a little ridge round the front and posed at a suspicion of an angle, fine grey wool or mercerised cotton stockings and low-heeled strap shoes of brown calf, comprise ideal attire for country sport of every description. A fabric, by the way, only recently submitted to plaided effects is jersey. Used in conjunction with a self shade this is exceedingly pleasing, preferably in pale neutral shades. *Beige* checked in two shades of yellow or grey similarly treated with Chinese blues represent good and telling colour harmonies.

Couturières are unanimous on one point, that the all-black evening toilette can do no wrong. In *marocain*, Georgette, chiffon, charmeuse and crêpe satin, this figures in every conceivable expression, sometimes severely Greek in suggestion—long draperies falling right from the shoulders, apparently merely held casually to the form by a handsome girdle—at others displaying the most intricate draperies that seem to have neither beginning nor end. Jet in large facet-cut plaques, in looped chains, girdles, tassels and embroideries provides the chief relieving note, and in every case these impress one absolutely as the one and only possible decoration that could be desired. Illustrated is one of the many reasonably draped models carried out in crêpe satin, the cross-over corsage appearing to be one with the skirt, the latter, after swathing the figure, finishing at the back in a short wispy train, a handsome jet garniture catching the folds at one side. L. M. M.



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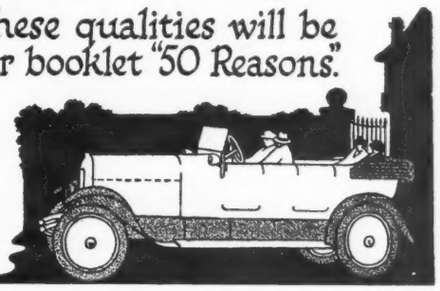
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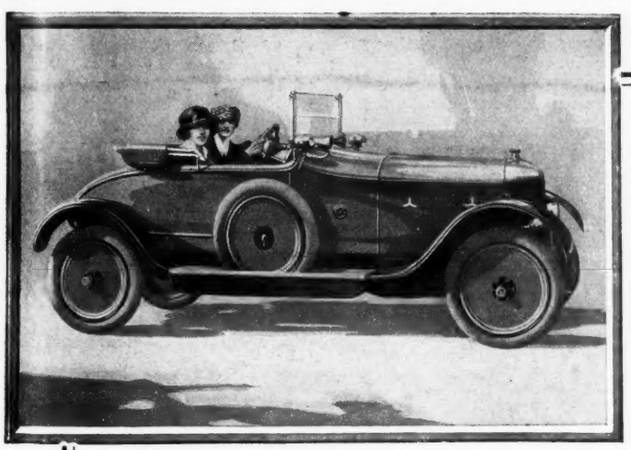
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THE ART OF CHOOSING A HAT

DULL AND VARNISHED EFFECTS. A CRAZE FOR "CRIN."

IT is always more or less of a mixed pleasure to choose a new hat. The excitement of venturing on something fresh and, one dearly hopes, more enhancing than ever before to one's own particular style of beauty, and the time and trouble entailed in attaining this objective vie the one with the other. There are a few "don'ts" in the procedure also which it may be well to bear in mind. For example, never buy



IN YELLOW ROSES AND RUST RED WAXED SATIN.

a hat in a hurry; insist upon having a chair before a big glass, preferably a three-fold one, so as to see the effect from every angle. Don't listen too assiduously to the blandishments of an over-zealous saleswoman, who will assure "Modom" that she looks *très chic* in everything. Don't select a drooping brim, unless you have fine-cut features and good eyes; nor yet some *bizarre* side sweep, lacking an irreproachable profile. Don't forget the importance of a good back view; and last, but by no means least, don't forget to pull on all hats from the back of the head and usually, as is now decreed, at just a suspicion of an angle.

Thus equipped with a list of what not to do, then sally forth and carefully prospect around before making a final decision. Millinery, taken as a whole, is exceedingly persuasive this season, clever *ligne* playing an important part in both small and large shapes. Quite one of the most sensational surprises is the continued prevalence of vivid reds, pillar-box scarlet, lacquer and mandarin. In "crin," Georgette, satin and cloth this *voyant nuance* is, anyway for the moment, in the van of favour.

A model of Georgette with a highish, rather important crown, as are so many of the crowns this year, and, by comparison, a narrowish mushroom brim, is trimmed with a fantastic made-up osprey, half of which is allowed to stand out at a sharp angle and the remainder caught up in a loop. A jolly little pull-on toque is of scarlet silk, embroidered all over with gold thread to suggest a quilted appearance, and further embellished by raised embroidered *motifs* in tones of brown, orange and pale yellow.

Voyant colouring, again, is apparent in parrot-wing mounts. That these represent in most cases just clever ornithological plagiarisms merely adds to their attraction and desirability; for, obliging as the parrot breed is in gorgeous colouring, no known specimen is responsible for the wondrous blends of blues, scarlets, orange tints, pinks, mauves, etc., which are to be seen figuring in the form of wreaths on sombre-hued straws, or else manœuvred into diminutive bird-like guise with realistic heads. *Chapeaux* so adorned are very *chic*. But as spring melts into summer we shall find flower garnitures taking the millinery floor, some exceptionally beautiful and original posies and trails trimming the picturesque "crin" shapes. For "crin" there promises to be a veritable craze, and the resource in shapes and style is positively endless. No two seem to be exactly alike, although this is frequently due to adroit handling of the brims, which are caught up or bent down as the artistic millinery eye and mind see fit.

A rose-coloured "crin," shady of brim, is becomingly pressed down over one eye by a hanging cluster of currants; while another, on Romney lines, rests for its chief decorative salvation on a ribbon swathe with long floating ends. A black "crin" after this style, with adjustable ribbon trimmings, in vieux rose, old blue, cinnamon or pink, will be found invaluable for wearing with summer washing frocks, since a black hat, provided it is sufficiently distinctive, is a crowning triumph that seldom fails with a light summer gown.

A particularly representative example of one of these straws is shown in the lower of our two illustrations. It is in lacquer red, the wide brim rolled up from the face and caught close to the crown at one side by a water lily and green tendrils, a cluster of buds hanging over at the opposite side. Sufficiently protective to the eyes without actually shading the face, this is one of the many supremely becoming models that will very surely find the success they deserve to achieve.

The small floral toque we have always with us in one expression or another, the important round model so beloved of the matron being offered this season in delightful shades of mauves and greys, the latter often in the guise of foliage, either massed to form the crown or else packed closely the one leaf over the other as a facing to the brim, mauve roses, clematis or pansies completing these delightful schemes. And from this quiet, dignified basis the scale is gradually worked up to such enchanting elaborations as the second example we have had pictured. Entirely composed of small yellow silk roses is the large, round, rather pudding basin foundation, on the front of which there is fixed a *kepi* coronal of rust-red waxed satin, while at the back there is arranged a *panache* of soft brown tulle bows that in front resolve into a short nose veil.

Prominent among the eccentricities come enamelled flowers, shell flowers and waxed quills, garnitures mostly employed on smaller hats. They are amusing and make for variety, but, one surmises are merely passing fancies; as also certain painted affairs, other rough plantain straw styles displaying embroidered wool *motifs*. Nice enough things in their way, for those who can afford to indulge in a varied collection of headgear. Seen too frequently, however, these are apt to grow wearisome, and they are also liable to stamp the wearer as the owner of only one *chapeau*; whereas a good Bangkok or a pretty, lightweight lace straw, simply banded with ribbon, never dates or marks its owner down as other than well dressed so far as her head is concerned.

L. M. M.



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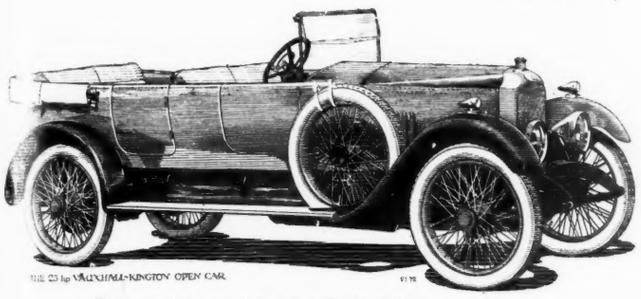
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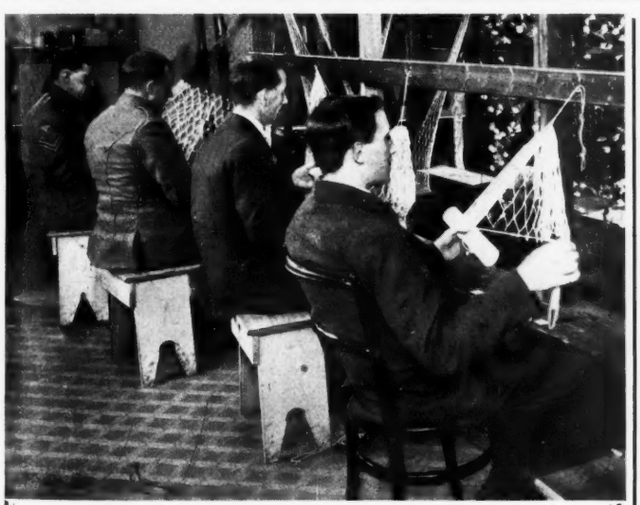
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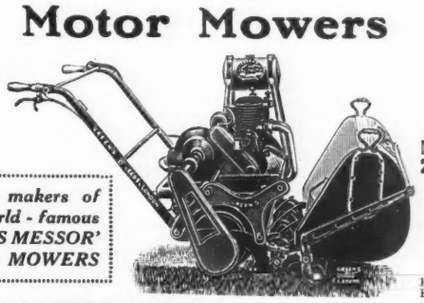
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THE FINE DRAWN LINE

BEAUTIFUL BEAD *BRODERIES*—TUB FROCKS OF SURPRISING ELEGANCE.

AFTER a week of most interesting dress investigation, I am left more amazed than ever at the exceeding slimness of the line, and am also speculating as to the possibility of any further extreme likely to be achieved in this direction. Crêpe jersey appears to be the last word in materials for expressing the clinging frock at its best, and among other notable instances in which this fabric is employed are the two gowns recently introduced into that thrilling play, "The Sign on the Door," at the Playhouse, and worn by Miss Gladys Cooper. The first, an evening toilette, is the purest white affair, the front and back embroidered in a waterfall design of silver bugles that impart a shimmer without being aggressive, two slim pointed panels floating at the sides from a low waistline. That is all save sleeve draperies, hung from the back and so leaving the arms bare.

But there is a cloak, a perfect dream of peach coloured chiffon velvet, just a long circular o: e, shaped to the shoulders and finished by one of those adorable chrysanthemum collars worked up in the same velvet. Miss Gladys Cooper's other dress, also of crêpe jersey, is in a persuasive shade of grey, known, I believe, as cinder. Save for the floating elegance of the same narrow pointed panels that literally touch the floor, this model represents the most extreme of chemise dresses, horizontal lines of the grey silk braid ornamenting the front of the corsage from the shoulders to a short distance below the waist. The sleeves, however, are a veritable *tour de force*, and these would hang perfectly straight and wide if they were not gathered up in rows of fine gaugings on the inside of the arm from the close-fitting wrists to the elbow. And once more there is a cloak, a graceful loose flowing wrap of black *marocain*, lined petunia, to which a collar of monkey fur adds a modish completion. I also personally loved the hat accompanying this cloak, which appeared to be a simple pull-on of black, on which, posed at a bizarre angle, are two curled Mephistophelian quills of bright scarlet. Reville, Hanover Square, it should be mentioned, is the *couturière* responsible for these most representative creations.

Bead embroideries are apparently providing the colour-loving artists with many opportunities for displaying their skill, a decoration they are applying with delightful impartiality to wool, cotton and silken materials. Quite one of the most attractive little blue serge frocks imaginable carried two lines of small scarlet beads round the shallow scooped-out neck and down either side the front, where they flanked a row of round buttons similarly beaded, further novel and distinctive touches being accorded by a narrow waistbelt of scarlet leather, buckled wrist straps to match, the latter drawing in the fulness of the quasi-bishop sleeves.

Again, in the case of a black crêpe *romain*, there occurred small scarlet porcelain beads, allied with tiny jet bugles, these worked in alternate lines down the front of the perfectly straight frock, until the hem was reached, when the *broderie* resolved into an elaborate scroll design, while there is nothing more useful as the standby evening toilette than a sheath of jetted and bugled net with outstanding side flanges of black tulle.

Colour schemes in sports clothes are the keynote of the hour. Whether the breaking up of the conventional white on a tennis court is an improvement or the reverse, however, is still a debatable subject. Somehow one feels there is a relief in these gay pleated plaided skirts and jumpers, and at the moment they unquestionably appeal as more seasonable and suitable, especially on hard courts. But as the warmer weather comes it is possible they may look, if they are not actually, both hot and stuffy. There is such a perfect craze for browns and yellows it is becoming difficult to buy either a ready-made skirt or the material to make one in these colourings. Naturally only the lightest weight cloths are used for pleated skirts, the pleats absorbing an immense amount of material.

What the tennis girl will wear, however, is the all-in-one frock, more or less *à la* Lenglen, but not necessarily in white washing fabric. There are some light, rough wool stuffs that make up very attractively after this manner, on which a touch of coarse embroidery in parti-colours is effective, and with such frocks there will be worn long three-quarter coats to match for slipping on after the game is over. You see the idea in the adjoined illustration, the edges of the coat worked round with a heavy blanket stitch in wool that picks up one of the predominant tones on the *broderie*, introduced on the frock. This, moreover, is the style of coat now so popular in hand-knitting, when a binding of silk military braid is substituted, as that helps to steady the knitting.

And just a word, in view of the possible warmer weather at Easter, on tub frocks, although these are only really taken into serious consideration when Whitsuntide is with us. But the shops are all well prepared for the onslaught that is bound to set in, and those who have yet to learn what the manufacturers of cotton goods have prepared will have the surprise of their lives. The voiles and cotton crêpes are especially attractive, many of the former being woven with checks and stripes of openwork stitch, some of the most effective likewise showing a pin line of black overcheck that is especially telling on a delicate ground.

A supreme novelty is the new moss embroidery, which, as the name implies, has a raised mossy appearance, usually introduced in squares or diamond *motifs*, and sometimes in broken stripes. Certain fine qualities of cotton crêpe also show a woven openwork stitch, though the greatest triumph with this material is an all-over geometrical pattern that stands out in relief in contrasting colour.

The main thing with these decorative fabrics is that they lend themselves so admirably to the straight slim style of frock so really sensible and appropriate to the tub. Cotton frocks, however, have every promise of running summer models of far more ambitious character in close rivalry this season. L. M. M.



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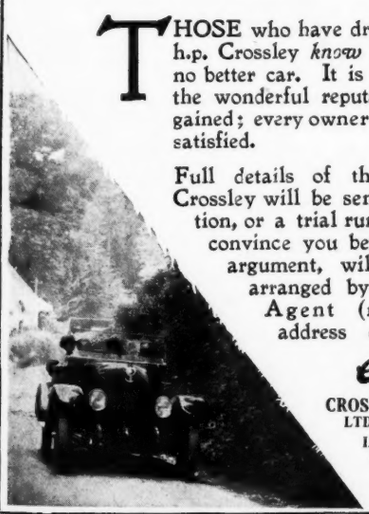
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THE IRREPRESSIBLE FOULARD

AFTERNOON FROCKS AND THEIR ATTENDANT CAPES.

THE worst March for years has not only held up spring flowers but also the buying of spring clothes. Shivering in heavy wrap-coats and furs, it has been a physical impossibility seriously to contemplate the purchasing of light frocks. And this, added to a certain nervousness regarding the chances of a warm summer, has forced the majority to sit, so to say, on the fence, awaiting the mood of the atmospheric gods.

Meanwhile, those who are compelled to acquire fresh raiment of some sort or another are inclined to fall back upon face cloth, kasha and gabardine coat-frocks. And where these are concerned it is extraordinary how one is beginning to feel the necessity of the high soft collar as the requisite completing note. That small but important detail makes all the difference in the world, and is fast becoming the insignia of the woman who aims at the distinction of being well in the van of fashion. Any sort of a *décolleté* throat, no matter how modest, appears to diminish the *chic* of a coat-frock. And also one observes a growing *penchant* for long, close-fitting sleeves or, failing these, straight, square ones held securely to the wrists.

The hanging sleeve is graceful, but very unpractical for day wear, while for evening, wing draperies, which are not sleeves at all in the strict sense of the term, or no sleeves, are *de rigueur*. In fact, the only garment that seems in the least inclined to perpetuate the wide *manche* is the long wrap-coat, so frequently expressed just now in quilted satin. Another novel trimming for these is zenana silk, now procurable in dark as well as light colours, and especially successful in the recently revived old world brown. This *nuance* is not nigger nor wood, but a full shade, descriptively described somewhere as worsted—if that conveys anything. The general demand for browns, however, is sufficiently significant that it is to be one of the leading fancies of the coming season.

Foulards, as was early predicted in these pages, are well to the fore, and alike in texture, colouring and design are far in advance of even last year, when a marked improvement was to be observed. They have lost their old time dowdy, rather matronly appearance, and promise to persuade us greatly of their charm allied with cloth and kasha, as exemplified in the adjoined sketch. The scheme of colour selected for this model is Havana brown cloth for the long, slim bodice, skirt drapery and cape, the latter lined with brown foulard scrolled over in a device of dull tones of yellow and black, which again appears in the underskirt.

The skirt drapery is as novel as it is effective, and resolves into a loose, pointed panel at one side, held by a chased and polished steel buckle clasp. Finally there comes the cape, just a circular with slits for the arms, to be used when required, completed by a wonderful rolled and padded collar of the foulard. Scarcely an *après midi* frock but will have its attendant cape this season, the majority whereof will rest for their particular *cachet* on a large soft, important-looking collar. Some of the latter are to take on the semblance of flowers, roses, clematis and chrysanthemum petals, etc.; while not a few will be made entirely of ribbon, masses and masses of loops, fashioned of narrow ribbon with metal-run edges.

But the uses to which ribbons are put are almost too multifarious to enumerate. They are to be met with in all manner of unexpected places, not the least effective being a *ciré* closely kilted to form outstanding ears or wing *motifs* on small toques of "crin."

It remains to be seen whether the attempt to bring in long slim-fitting bodices allied to *bouffant* skirts, for evening wear, will eventuate into a success. Those who are intrepid enough to essay their exploitation can safely count upon creating a diversion, and, provided the wearer be sufficiently slim, an attractive one. L. M. M.

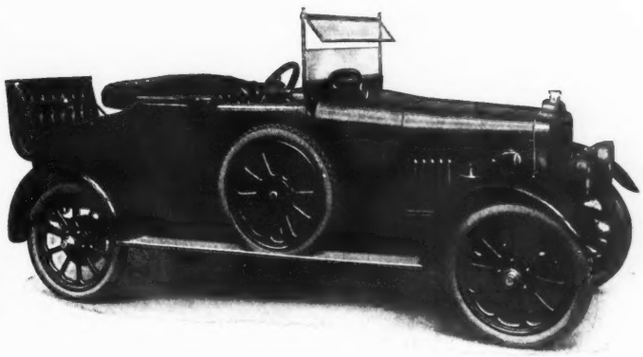


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NOVELTIES IN MACHINE KNITTED GARMENTS.

IT is easy to be wise after the event, and as I am writing prior to the Easter exodus, I am left wondering what will be the verdict on the uniform that has appeared of pleated plaid skirts and self-coloured coats. These suits, especially the skirts, have been selling like the proverbial hot cakes, and it remains to be seen whether the *vraie élégante* will continue to favour a vogue so easily acquired or leave it to the exclusive monopoly of the populace.

There is no denying the attraction of these contrasting *jupes* and jackets, and, of course, there is a vast deal of difference in the quality of the cloths used, the correct build and hang of the skirts and the cut and finish of the coats. But that being said, there is nevertheless a decided uniformity of aspect. More, however, hangs on the coats than on the skirts, many endeavouring to make do with existing possessions where the former are concerned. Provided these are fairly short, just covering the hips or thereabouts, are straight or just slightly semi-fitting, they may serve. But the latest and best approved cut is more on the lines of a man's dinner jacket bound round all the edges and pockets with silk military braid.

Then colour is an important factor to be reckoned with, the smartest exponents of the vogue selecting cigar and Havana browns, bottle green and, in some extreme cases, a deep orange tint that comes up especially well in duvetyn. But for seasonable coolness there is nothing to surpass face cloth, and, daring to be wise prior to a more general acceptance, I venture to predict that face cloth jackets will go far towards retrieving the situation from undue monotony.

That we are in for another big season of knitted goods is a foregone conclusion. Paris apparently has taken up this departure with a significant amount of zeal, and as usual is exploiting it in a variety of original ways. It will, however, I fear, be a sad bombshell for the industrious hand-workers, to learn that there are nowadays machines that far surpass their efforts. These producing closer work, less liable to stretch, and also far more delicate and fanciful in design. Again, considerable use is made of the brushing-up process, this frequently occurring on a plain knitted skirt from the hem to the knees. While there are innumerable knitted trimmings resembling fancy braids that are employed as a decorative finish.

From Paris, moreover, come several novelties in coats quite different from the ordinary sports affair, though equally suitable to the same service. One of these seen appeared to have a long waistcoat-front completed by a loose shawl-shaped cape back that was caught over the arms to form sleeves. Others being arranged *en magyar*, similarly loose and free; charming little jumpers accompany such suits fashioned of silk and wool in some delicate openwork stitch.

And these knitting machines are quite as successful in the creating of artificial silk frocks, an enchanting model being carried out in chinchilla grey, the long sleeves drawn closely to the wrists by narrow knitted bands that fell in long loops and ends at the back.

Our golf links just now are gay with colour, and the clothes worn characterised by much originality. *Le dernier cri* is the blazer coat, as shown in the adjoined sketch, which in duvetyn, ratine and a soft sort of blanket cloth is worn with skirts of striped or some rough, loosely woven material of a neutral hue. Although the flat pleated skirts are quite amenable to this particular pastime, one sees more plain ones at present cut with just sufficient flare at the hem to allow of an easy stride.

The sportswoman, after years of drab monotony, has certainly reached her day at last, and it is everything to her credit that she is making the most of the opportunities now offered to her of being garbed at once attractively and practically. So far as headgear is concerned she has never had so wide and varied a choice, ranging from soft little pull-ons of light weight felt to equally light straw canvas shapes, that have soft crushed crowns and shady *cloche* brims. The latter like the wide-brimmed yeddas and plaintain straws, are frequently decorated with hand painting in gold, silver or realistic floral colourings. The *béret*, too, has cropped up in the fresh guise of a fancy pliable straw and embroidery, also in cloth embroidered, this last in Eastern colourings, that seem to go with almost everything.

To turn to another and equally arresting matter, *au dessous*, the many weddings on the *tapis* for immediately after Easter have brought this subject well to the fore. Not that in these days is it ever much out of the limelight, for we have all grown very fastidious of late years in this regard. A certain amount of adverse criticism is still very naturally launched against the few garments, now considered necessary, and also their extreme fragility, by those who have been brought up under the *régime* of long-cloth and flannel petticoats.

Personally, I think this lighter form of clothing is to the good. Like the open neck, it has tended to harden us and render us more immune to chills and colds. But that which I specially set out to chronicle in this connection is the increasing fancy being evidenced for drawn-thread work, preferably effected in white handkerchief lawn. The simple straight-down nightdress, the slim chemise, the wide skirt knickers, could find no more dainty or attractive ornamentation than *motifs* of drawn-thread work, now and then enhanced, if fancy please, by light trails of cloth-stitch work or inset *motifs* of filet lace.

There are, moreover, many novelties in form and cut. Knickers, for example, are often arranged with a seam up either side, or else left open there and tied together by soft ribbon bows. In addition to its originality there is a certain saving of material in this mode of procedure, the top being left quite straight and either mounted on to a camisole top, when it becomes cami-knickers, or regulated by a slot and elastic. One of the prettiest nightdresses has a handkerchief shaped upper part that, after meeting at the shoulders, is slit right down to the waist, a hiatus usually filled in by a wide lace edging, falling over the top of the arms to form wee sleeves. L. M. M.



FOR THE SPORTSWOMAN.

Golfing suit comprising a coat of grey duvetyn and pleated skirt of a plaided material in shades of grey. To wear with this there is shown an artificial silk jumper arranged with a soft sash knotted at the side.

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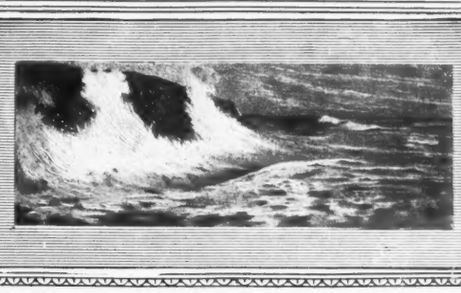
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THE THREE-PIECE SUIT WITH VARIATIONS

COLLARS OF RUFFLED LACE.

THE settling down of the season's fashions into something resembling a groove reveals two outstanding facts—that the little frock, accompanied by a longish and rather elaborate cloak or cloak coat, is among the first vogues, as also the three-piece suit, comprising either coat and skirt, with cape *en suite*, or frock and coat with cape, a third alternative being a skirt and belted cape, supplemented by a smart jumper or waistcoat blouse.

One or other of these, and perhaps all, with the affluent, form the basis of the best equipped summer wardrobes, that, according to circumstances and climatic conditions, will be augmented by frocks of foulard, *marocain*, charmeuse, *plissé* Georgette, voile and organdi. The prospect is a quite pleasing one, although the best dressed evince a greater disposition than ever to steer clear of eccentricities. Simplicity wrought under rather expensive auspices is the keynote struck by the elect, a relatively large share of the expenditure going to the little details of dress, those invaluable finishing touches that are the outward insignia of a fine fastidious taste, so frequently overlooked by minds more indifferent and less well poised. Fine feathers do not by any means always make fine birds. There is a far truer ring in a sweet little waltz song popular at the moment, the refrain of which runs, "That beautiful faces need beautiful clothes"—and beautiful clothes are not necessarily either extravagant or gorgeous.

To return, however, to our text of the three-piece suits. For these, one of the successes of the season is provided in the new stripe-bordered gabardines. These make up with extraordinary effectiveness, especially in the guise of the short, very full sac coat, or the same length capes, the latter either worn as capes or else accorded a semi-coat appearance by being partially belted. A model rather after this *genre* is illustrated, the cape having slits arranged at the sides through which a belt is passed and fastened over the fronts. The colouring is really immaterial, but the classical navy suiting arranged after this manner takes on quite a fresh aspect, especially when it is bound, as the case in point, with red leather. Very novel and most attractive are three-piece suits made out of boldly checked or striped scarves, these having short square capes slung on at the back, the latter and also the skirts often fringed at the hem.

For the more *habillé* coats and skirts one sees crêpe de Chine, marocain and chiffon taffetas, on which there is almost invariably introduced white organdi or soft ivory embroidered lawn.

A propos of embroideries, an event took place recently in our midst that is likely to have a far reaching influence. Briefly this was a competition inaugurated by that well-known and far famed firm, the Old Bleach Linen Company, Belfast. It was not entirely a novel venture, similar competitions having been held prior to the war. But the one in question far surpassed all previous efforts, as may be judged by the fact that a whole year was allowed for the competitors to work in, and also that £1,000 was distributed in prizes.

The response was enormous and the judges, Mrs. Rolleston, Editress of *The Embroideress*, the new illustrated quarterly; Miss Bradshaw, Principal of the Royal School of Needlework, South Kensington; and Miss Symonds, Editress of *Needlecraft*, had no easy task in according the awards, although the company had thoughtfully classified the work into the following sections: Professionals, Amateurs, Adults and Juniors. All those privileged to be present at the Press display, held at the Hotel Cecil on April 13th, carried away the conviction that the most skilful and enthusiastic embroideresses in the country had realised to the full the advantages of the unique opportunity, for throughout the world Old Bleach Linen is recognised as the finest basis for their artistic craft, the entries including many pieces from the Colonies and far away places; and although the prizes given were so substantial, these to the enthusiasts would be outweighed by the splendid stimulus this mammoth competition has given to needlecraft. So successful, indeed, was the whole affair, that it is probable the Old Bleach Company may hold bi-annual events of a like character.

Although it will not actually replace fur of the lighter qualities, which it is rumoured will be worn the summer through as a finish to the throat, there is something rather pleasing in the suggestion of masses of soft ruched lace. This is usually employed in narrow, superposed widths to face back a large collar or otherwise to effect a high ruffled effect. Either aspect is exceedingly becoming to the face, and the lace used, in spite of its being massed, is a mere feather weight. In due course, perhaps, separate neck fitments of a like kind may be forthcoming.

Prominent among the summer furs smiled upon comes white monkey, or something so called, also tailless ermine, followed by chinchilla, grey squirrel and moleskin, together with the many cheaper plagiarisms of soft grey fur variously classed under the title of "French." On coats and cloaks of black charmeuse, *marocain* and the fashionable cloky, which is the final outcome of quilted satin, these pelts are to figure conspicuously, frequently accompanying frocks of the most fragile and delicate description, such as *plissé* Georgette, chiffon, organdi, voile and the like. Cloky, by the way, is at last obtainable in colours as well as black, but it still appeals at its best in that sable hue with silver and oxidise impressions.

Parasols are gay and peculiar. One eccentricity seen had a separate dome top mounted just like the actual parasol itself, complete with ivory tips. Assured of favour, however, are the sunshades fashioned of figured rather heavy linen in the gayest of colours and boldest of patterns. These are mostly mounted with short thick handles that are sometimes square and sometimes round, of carved bamboo. But so far there is little sign of the fluffy sunshade, the trend being towards harder styles of amusing silhouette and reasonable size.

L. M. M.



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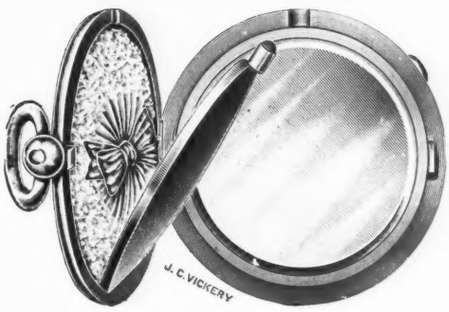
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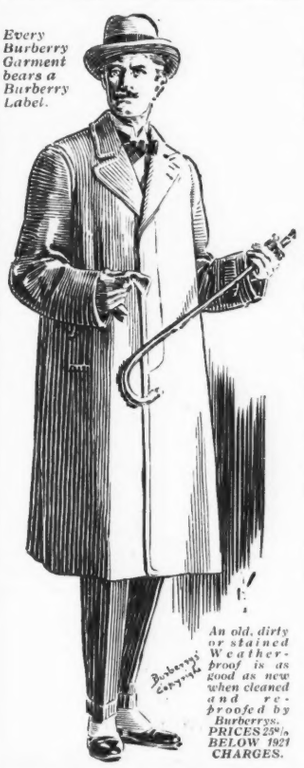
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DANCE DRESSES FAVOUR SEVERAL STYLES

DIAPHANOUS SKIRTS LOOK WELL WITH CONTRASTING BODICES.

WITH a State ball looming on the horizon and fixtures for many private dances, together with innumerable charity affairs, the terpsichorean world promises to be extraordinarily alive during the coming months. Modern dancing, it may be mentioned *en passant*, has settled down into something infinitely more graceful than was the case even so short a time as a year ago. It is far smoother and more rhythmical, although that weird double syncopation is not easy; in fact, only those who feel it can dance to this broken-up time. The latest expression of the Tango is fighting for a place in the ballroom sun, but it has for the moment a formidable rival to fight in syncopation.

As to dance dresses, they have surely never been so charming or so varied in character, and also where these are concerned the long skirt is carrying all before it—a rule that holds good whether the gown be a slim draped creation or inclined to *bouffant* below a long waisted severely tight corsage. The ankles in both cases are invariably touched and frequently covered, the latter effect being sometimes achieved by fringe or a transparent hem of tulle, chiffon or lace.

For the draped styles *marocain* stands easily first in white ivory or some delicate pastel shade of mauve, pink or green. A white marocain with a fairly high round *décolletage* and no sleeves resolved on to a *jupe* exquisitely draped to one side, where it fell in a point to the ground, the folds caught on the hip by a trail of water lilies; while a quite different stratum of taste was touched in a frock that was almost foamlike in its fragility. This was of lace, nearly *beige* in colour, mounted in loose panels over a *fond* of tulle of the same hue that was left clear at the hem, a great blood red rose supplying the sole note of colour relief.

Although *débutantes* need not of necessity make their bow to the social world in white as decreed of yore, many will doubtless elect to do so this year in view of the fact that tulle illusion has returned to favour. It is a perishable stuff truly, but very fascinating, and, after all, one is only a *débutante* once in a lifetime. I cannot possibly convey in a word description the loveliness of these tulle frocks arranged, as so many of them now are, in panel form over a sheath of soft satin, the panels usually falling in uneven lengths, the long, softly swathed bodices relieved by touches of silver or crystal beads, a bead girdle or one large white velvet flower, each petal trembling with a *diamanté* dewdrop, adding finishing touches of distinctive value.

Far more serviceable, however, and almost equally as diaphanous in appearance, are similar models effected in Georgette. In this transparency there are some exquisite blues, such as powder, delphinium and a grey blue like a light summer cloud that the young and fair will find irresistible. In Georgette, too, the long, slim corsage that drops into a few rough folds about the hips can be ideally expressed. It is customary to use two layers for these bodices, a procedure that provides the requisite opaqueness and also keeps the tone of the many skirted or panelled *jupes*.

For the information of those who have to consider ways and means, a quite suitable quality Georgette for a dance dress is now obtainable at four shillings the yard or thereabouts, although some dyes have the effect of thinning these cheaper varieties more than others. Shell pink, for example, is poor, whereas almost any of the delicate blues, a tender *beige* and certain greens appear to be heavier.

Sheath-fitting bodices of tissue are likewise to be seen in alliance with tulle, Georgette and lace skirts, and it is after this persuasion our artist has elected to express the original design shown in the adjoined sketch. The *jupe* of Georgette or chiffon tones from pale primrose to orange, and finds an artistic complement in the corsage of gold tissue shot with orange, a cluster of black velvet flowers, the petals touched with gold, resting on one hip, a like garniture decorating the hem at the opposite side.



IN ORANGE, PRIMROSE AND GOLD WITH BLACK FLOWERS AS A RELIEF.

Special attention may be drawn to the arrangement of the corsage at the top, small armholes taking the place of the recent long sweep down to the waist, short bretelles of gold beads supporting the shoulders, while the gold tissue bandeau worn in the hair is ornamented by a thick clump of parti-coloured flowers, the only break to an otherwise gold and yellow scheme of colouring.

Only the few, however, can carry off successfully these new hair bandeaux, many whereof are extremely wide and have clumps of flowers over either ear as well as in front. But those who do achieve an unquestionable triumph. Curiously enough, a small, piquant face frequently wears this rather aggressive type of bandeau better than do large features, which it has the effect of accentuating.

A propos of heads, too, young girls whom it becomes are wearing their hair demurely parted in the centre and either coiled or plaited round the ears. This, however, is the type of *coiffure* that exacts the closest consideration, as in some instances, although becoming, it is inclined to vulgarise. "Why?" *Je ne sais pas.* Such subtle distinctions are felt rather than explained. But the dressing of the head, akin with the body, has reached, as I have frequently pointed out, the status of a fine art. Far more is required of us to-day than the mere slavish following of fashion—we have to dress our individuality.

L. M. M.

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Ginghams, plaided and striped, linen-lawns, cotton ratine, British washing silks—the latter a particularly sound, satisfactory investment—and voiles, self-coloured or patterned, are all being culled to the service of the sweetest tub frocks the heart of maiden could desire to find. And the word "tub" is used advisedly, for these frocks are so actually simple, notwithstanding their extraordinarily *chic* appearance, they can be laundered with the greatest ease.

Ginghams are especially alluring in artistically coloured plaids, the grounds mostly white, which gives them a fresh, clean look, enhanced by designs in carefully selected tones of powder blue and cinnamon, pale fawn and orange, pink and shaded greys and mauves toning to greys. A skirt, with the fulness all drawn to the sides, mounted on to a long, almost fitted bodice, the top scooped out in a shallow round, and short chemise sleeves, these trimmed with plain or narrowly frilled white organdie, represents a model that for girlish simplicity and *chic* has surely never been surpassed. Worn with a large shady chapeau of tagal, preferably in a shade of nutmeg brown—which goes with anything—or a black or natural "crin," this is the type of frock that will be seen figuring even at such representative places as Ranelagh and Hurlingham, on off days, while proving equally useful and suitable for mornings and later, at the sea.

There is a perfect *furore* also for striped washing silks and crêpe de Chines, materials that cost more in the first instance, but wear interminably. The dyes employed for these are always especially good, the lasting qualities of the fabrics making it well worth while to use the best. And three yards of British washing silk at 6s. 11d. the yard is a modest enough outlay for a possession that can be so modelled as to be worn for tennis or ordinary occasions.

In the adjoined picture, you have a model especially destined for a plaid gingham, though one that would work out equally well in washing silk, crêpe de Chine or voile. The example shows the above described skirt, also the normal waisted, a trifle long on the long sides, slim, easy fitting corsage that is finished with collar and cuffs of frilled white organdie.

That Ascot is doomed or blessed to see a regiment of organdie toilettes is a foregone conclusion. Since these promise to be adopted not only by young girls, but older women. For there are some wonderful dark colours to lure the latter, such as deep nutmeg brown, dark blue, mauve, and so on, to which an added importance is lent by woven embroidered *motifs* in contrasting colours. An all over trailing design in black or white is noticeably smart on both dark and light grounds, as is also a white ground, checked over like an old world cord muslin, and furthermore broadly striped in fine separate lines with a colour. A gown of the latter, ornamented with groups of tiny white organdie frills, is lovely, the frills occurring either at the hem of the skirt or else to simulate rounded panels and repeated at the neck and edge of sleeves.

Nor must there be overlooked the attractions of organdie ornamented with drawn thread work, to suggest checks and stripes. In delicate self shades, such as lemon yellow, shell pink and pale lavender, this will certainly be responsible for some of the most successful creations, several advance models revealing a rather unexpected adherence to the ribbon sash tied in an outstanding bow at one side. A sash that frequently finds expression in black *moiré* and *ciré* ribbons is almost invariably accentuated by a large black "crin" hat.

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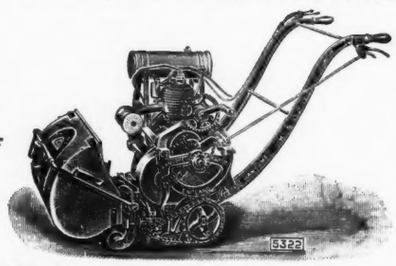
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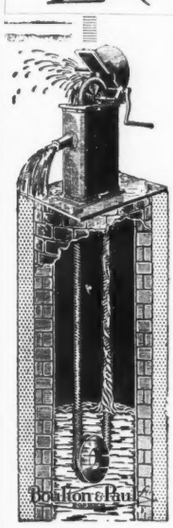
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Perhaps the most appreciable difference is to be found in the train, the new regulation ordaining that this shall only measure 18ins. from the heels, in lieu of the old time 4yds. length. From the point of view of comfort and economy there is much to be said in favour of this curtailment, though we have yet to see and be convinced that the appearance is as good or as impressively regal. There was something indescribably attractive in that fine sweep of train, spread out like a peacock's tail, the last moment before entering the throne room. It supplied a confidence that went far towards compensating for previous and subsequent weight and discomfort when slung over the arm. On *débutantes*, perchance, with their simpler gowns, the shorter *arrière* appendages may not strike so strange a note as with dowagers in their necessarily more important toilettes.

Also one wonders whether this welcome evening Court will be the death knell of the high evening corsage, for one of the essentials retained is a full *décolletage*, round, square or V-shaped, with a trend to the latter line at the back, irrespective of what happens in front. Feathers and veils remain as before, and so long as the former conform to the decree of showing well up in front, the length really depends upon the style of coiffure; while sleeves of some sort, mere wisps of tulle or chiffon for the most part, are imperative.

A general impression seems to prevail that it will be a white and silver Court, and certainly, where *débutantes* and young brides are concerned, one could wish nothing better. It would be impossible to conceive a more delightful foil to the gay uniforms and black Court suits worn by the men than this delicate and scintillating alliance. A sheath of silver tissue veiled by floating transparent draperies is a suggestion capable of infinite variations, although for quite young girls there will be nothing prettier than a foam of white tulle illusion, merely lightly relieved by discreet touches of silver or diamanté, that catch the eye now and again like dewdrops under the morning sun. The trains accompanying these may either be of opaque or transparent materials, or, again, a mingling of the two. Thus a silver or a white net run with silver threads will be trimmed at the sides and to nearly half its depth with silver tissue.

To all intents and purposes a Court frock to-day divested of its train represents the approved evening toilette. A fact, by the way, that does not preclude older women from indulging in short, wispy trains or the fashionable floor-sweeping draperies. But for the Court there will be an avoidance of extravagant, Eastern effects, or, indeed, anything in the least suggestive.

A beautiful colour that shows off to perfection fine diamonds and pearls is that curious, artistic, rather dirty tone of pink. This, in chiffon velvet, has the loveliest lights, but it is a *nuance* that requires to be kept more or less intact.

Carried throughout in that delicate shade of pink that is almost white, and in Georgette, is the pictured suggestion for a *débutante*, a *nuance*, however, that naturally intensifies a little under the auspices of the three-tier skirt, so charmingly arranged to take a slight upward line at one side, and the draped corsage, through which there gleams fitfully the sheen of the silver tissue *fo d*. Both skirt and bodice are embroidered with little Empire wreaths in silver, a decoration that is more elaborately introduced on the train of Georgette, which is lined silver tissue. Round the waist are carelessly twisted three strands of silver ribbon caught into loops and ends at one side by a bunch of silver grapes just tinged with pink.

To be specially noticed is the simple girlish coiffure, one that may be worn, by those whom it suits, with a silver bandeau. The bouquet is composed of maiden blush pink roses and light feathery ferns.

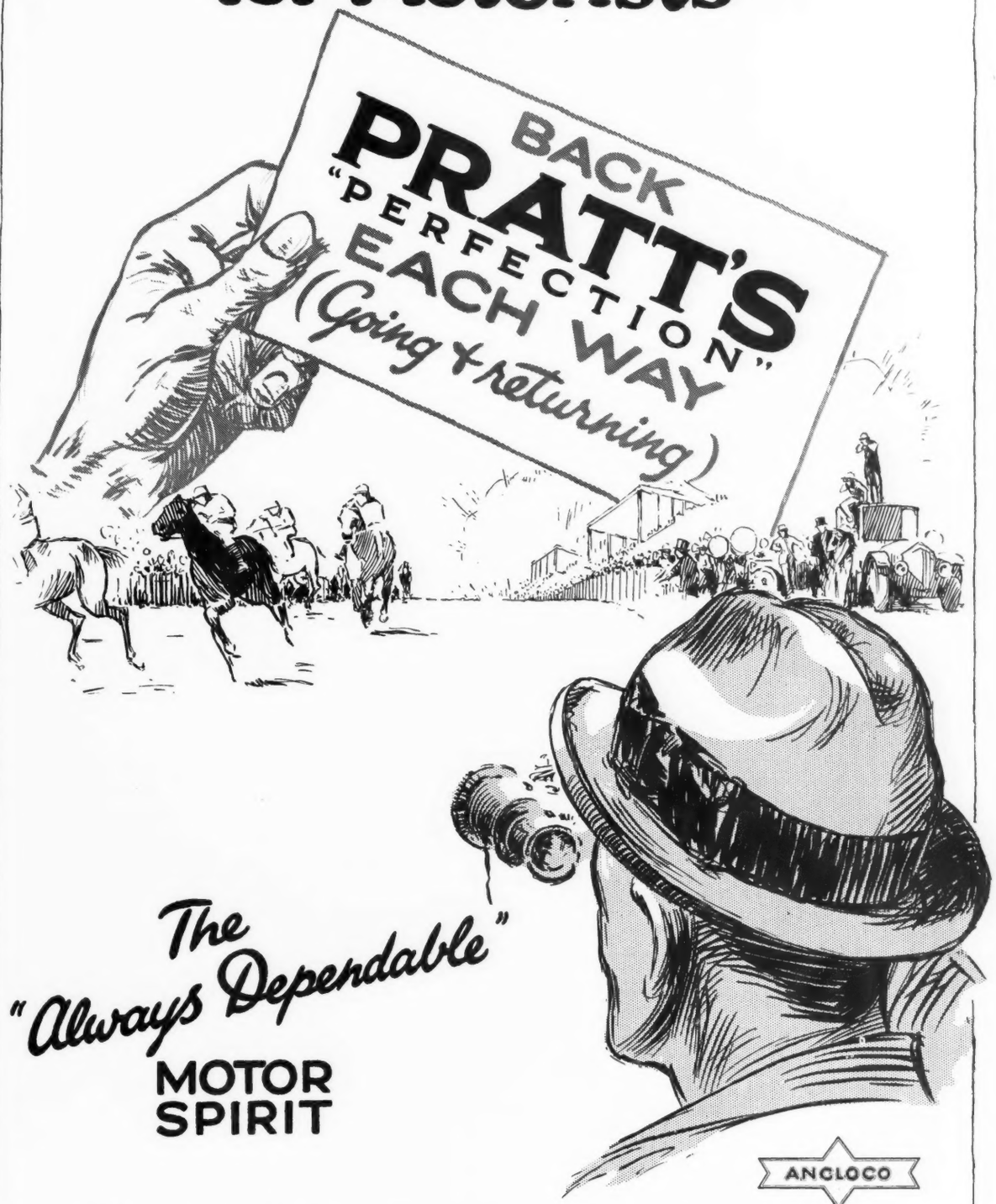
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Notwithstanding several really warm days, cotton frocks have been at a discount so far. Light weight serges, kashas and face cloth being generally adopted for morning wear and shopping, with *marocain*, *crêpe romain*, foulard, Georgette and lace for smart afternoon occasions. Black frocks, of an obviously expensive character, still contrive to stand out distinctively, although Paris, with her customary coquetry, is endeavouring to get out of this "sable" groove.

At Longchamps the other Sunday one heard of many bright hues being worn, pale shades of green in particular, also cyclamen pink, and a pink very nearly approximating to the inside of a very ripe pumpkin. This last is a peculiarly luscious and lovely *nuance*, and I have heard it referred to as apricot. But it is only necessary to put the two together to see at once the pronounced pink tinge in the newer pumpkin shade.

White is already being much worn and in every sort of material from cloth to filmy muslins. A heavy white crêpe de Chine, merely relieved by openwork stitch, is most attractive and rather expensive, notwithstanding its studied simplicity. The majority of such frocks have some sort of floating panel or draperies, but there is seldom, if ever, a touch of colour relief, that being reserved for the hat, which is frequently vivid.

An alliance of particular *chic* is white organdie and *ficelle* lace, mostly filet. This, for so delicate a contrast, is indescribably effective and arresting, and there are in particular some *broderie anglaise* muslins, treated after this manner, perfectly straight frocks with low round necks, short sleeves and a wide sash of the muslin, that are assured of figuring extensively at Ascot on the young and fair.

Quite one of the most striking black creations to cross my path of vision was fashioned of charmeuse, the slim, barely ankle length skirt swathed closely round the hips by a sash of the same, that fell in a series of sharply pointed ends at the left side. The long, straight, almost fitting bodice, with its scooped-out round neck, had the tiniest sleeves, drawn up to a point on the upper arm. A crowning triumph was imparted by a perfectly huge black hat, the brim much narrower in front and literally resting on the shoulders at the back, lined Romney blue Georgette, a *soupçon* of this contrast repeated in the simple black ribbon trimming on the crown. It was clearly a hat that had cost appreciably, and one that suited both the wearer and the gown, long black kid gloves and black velvet shoes adding final touches to a toilette of the finest distinction.

A novel way of treating navy serge, gabardine or kasha, is in the guise of a shapely princesse, cut up into rounded panels from a longish waist line, which is worn over a pleated skirt of either black or white. This is a style that looks especially well with a high collared throat and long, close fitting sleeves, and is usually accompanied by a small hat draped with lace, just covering the eyes in front and falling in long lappets at the sides. It is an eminently useful type of dress, suitable for doubtful days at Ranelagh and Hurlingham and general wear.

Cloak wraps go on their way rejoicing. And small wonder, for of all elegancies they are the most elegant. For really practical service, there is nothing to surpass models fashioned of navy gabardine and black satin. Some of these models display loose flowing backs and fronts held to the figure by handsome girdles. Eminently useful, too, are similar wraps effected in heavy black *marocain*, deeply fringed. A square of the material appears to be dropped over the shoulders, the fronts caught up to form sling sleeves. On a model after this genre there was to be remarked a high, upstanding rather free collar made of strips of the *marocain* plaited together. The result was as pleasing as it was original.

Knitted cloaks still retain first favour with sportswomen, easily slipped on wraps, with yokes and slits for the hands to be passed through. For these, white and neutral *nuances* are in the lead, although now and again the eye is caught by a vivid rose, orange or green, which show up effectively against white tennis dresses, the ubiquitous head bands matching the cloaks.

Of more generally serviceable character are cloaks built of boldly checked and striped wool materials, a somewhat glorified version of the old-time Inverness forming the subject of the adjoined picture, carried out in *beige* striped with browns and orange.

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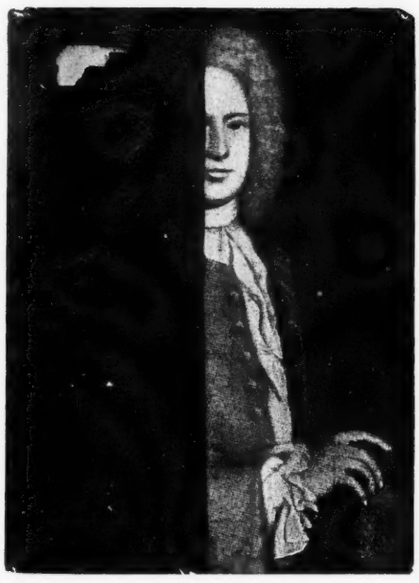
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BILL SIKES BUSY

THIS has no reference to Mr. Wm. Sykes, a very able and respected member of my staff. Truly, I can say he is fully occupied making valuations and investigating cases where his numerous namesakes have been busy. The epidemic of crime of all sorts is appalling, and the many thefts of jewels are disquieting. Those who are still able to keep their jewels, silver, and other possessions, and are not insured, are rushing off to the insurance companies to have their treasures covered forthwith. One lady of rank begged me to go at once. In one hour and three-quarters I made a careful inventory of her ladyship's jewels, and although it came to £30,000 my fee was very moderate. You see, reader, it is not the time it takes, but knowing how to do it. Let me give you two or three illustrations in order that you might see I understand my business. Twenty or so years ago the Civil Service Stores agreed to take over the New Civil Service Stores, which were closing down. The two Societies disagreed as to the value of the stock of jewels and plate. The Civil Service Stores contended that it should be taken at its present value, owing to some of it being twenty to thirty years old and out of date. The New Civil Service Stores insisted that it should be taken at cost price. The case came up at the Law Courts in the Strand. I felt proud when just one sentence of mine, so to say, settled the whole difficulty: "The stock, I maintain, sir, is not worth one-fourth the value placed upon it. Look at this watch—it winds with a key; it was made twenty-four years ago. No one will carry an obsolete watch and be bothered with a key in these days of keyless watches." The Judge: "How can you tell it has been in stock over twenty years?" "My lord," I replied, "by the date-letter of the hall-mark which gives the year it was made for the New Civil Service Stores." I was paid a very welcome fee for this testimony.

About seven years ago I was asked to inspect the treasures of an old gentleman whose name is well known to all Roman Catholics. He was paying premiums on the goods which were worth ten times less than their reputed value, and accordingly he was paying ten times too much in premiums. It was a sad case, because some who were dear to him expected annuities to be purchased with the outcome at his death. I broke the news gently to him and told his lawyers. It fell to my lot to dispose of the treasure at his death, and it was even worse than I had foretold. Take a contrary case. A year or so ago I valued for probate and insurance the contents of a castle. For the first week or two I had in all eighteen at work on this colossal task. Here I found that the premiums paid on—shall I say?—property value of £750,000 were too high. I did that family a good turn by reducing the values down to nearly one-half, thus lessening the premium outlay and saving quite a small fortune to that well known family in these days of increased taxation, etc. It was a very good move. The valuer who did the work years before I did probably drew a commission or had some ulterior motive in putting the value abnormally high. Another case. Twenty years or so ago a big burglary took place at Newcastle-on-Tyne. Many will recall how some seamen from Chili hid thousands and thousands of pounds' worth of jewels in a back garden; how they were arrested and the whole of the property recovered. The underwriters had paid, or were about to pay, the huge claim, when every item was recovered. This came as a shock to the owners, and a joy to the underwriters, for whom I acted, by assuring all concerned at the Courts that the property had not suffered by its burial, owing to it having been so nicely packed, etc. So I could go on. My object in telling you all this is just to let you see that the firm of Hurcomb is not of mushroom growth. I have been in business over thirty-five years. *Truth* says I am an expert second to none. I have valued for estate duty more jewels and silver during the last few years than any older established firm. Moreover, my judgment and values are relied on, for I am often asked to testify in the Courts.

I do not personally value the porcelain, works of art, etc., but I have my helpers. I suppose the reason why so much work of this kind comes my way is because it is well done and the fees are moderate. I have valued for the Estate Duty Office, and I often act for that other huge office so much to do with last wills and testaments. But to revert to Bill Sikes. See to it at once. Have your jewels valued by one who knows how to do it, by one who will not charge according to scale. Even if your treasures are insured, are they properly valued?

Yes, reader, probably your goods are under or over valued. There are so many who think of their fees rather than of the owner's interests. We have had no end of probate cases where Bond Street and other firms have valued jewels at three times their actual value; whereas if, say, a diamond brooch will only reach £200 at a forced sale, the probate value should be about £160. Recently I dealt with an Edinburgh probate valuation where the goods had been put at three times as much as they should have been.

An auction took place at Harlington, Middlesex, on Tuesday, July 22nd 1919, at which two silver mugs were sold by the local auctioneer for £10 2s. 6d. The buyer was told that they would probably sell for more in one of Mr. W. Hurcomb's Sales. He had never heard of me before, but came to my office on July 23rd. I offered him £60 profit, but strongly recommended the auction. He accepted my advice, the items being printed in my catalogue, and sold on July 28th by me for £129 15s.

At my Sales, which take place every week, not only have I been securing top value for silver, but my jewel sales have been far more important, and the prices obtained have been equally remarkable.

You need not fear to trust me, but if you are doubtful, the testimony of *Truth* should be sufficient. The Editor has said that I have a wide and honourable reputation; that nowhere else will you get a better price or more honest advice, and, further, an expert valuer second to none in the land!

Observer—"Very satisfied with Hurcomb."

The *Guardian* has said: "The secret of Mr. Hurcomb's success lies unquestionably in his expert knowledge, his willingness to pay full value, his integrity, and his courteous business methods."

Other papers are equally unanimous and in accord.

Write and ask me to call when I am next motoring in your neighbourhood with my art expert. We rarely charge more than 21s. for calling, and spending about twenty minutes pointing out your treasures, or as sometimes happens, disillusioning you as to value of things you have wrongly regarded as rare and valuable. Our fees for valuations for probate, insurance or division are always moderate.—WILLIAM EDWARD HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. 'Phone, Regent 475.

SUMMER CLOTHES AT THEIR ZENITH

COIFFURES AND AMAZING HEADDRESSES. THE MODE IN FOOTWEAR.

IT is a sheer delight this season, not only to wear, but to discuss and write about summer raiment; for never within recollection have materials been more seductive and varied in character, colours more artistic and beautiful, or modes better calculated to ensure elegance and grace, and with Ascot looming in the near distance as the apex of the season all the big *couturières* are now working at high pressure. That, given propitious weather, it will be an Ascot of record character in point of attendance is a foregone conclusion. Houses have let well, boxes sold as the proverbial hot cakes, and the application for the enclosure tickets is prodigious. It is, however, regrettable in the eyes of many that entrance to this coveted and one time exclusive centre is now far simpler than of yore. As one rather exasperated *grande dame* put it the other day, the only really exclusive place will be on the heath with the gipsies, which of course, in its way, would be quite in accord with the democratic days in which we move and have our being.

Dress, however, is the pivot upon which Ascot turns, and that promises to be enchantingly exquisite. Filmy frocks are obviously destined to be in the ascendancy, these ranging from magnificent lace toilettes to simple organdies, and, being daringly wise before the event, the probabilities are that organdies will hold the palm of selection. Nor is this to be wondered at, for these muslins have made gigantic strides during the past year, alike in colourings and designs.

Embroidered *à jour*, striped, checked, trimmed with silver, lace and floral garnitures—the latter frequently fashioned of the same muslin—the selection is surely sufficiently large to preclude any suggestion of monotony. Those enhanced by *broderie anglaise* make an especial appeal for youthful wearers arranged in the guise of simple straight frocks, held to the figure by wide sashes of the same, older women falling before the seduction of more sombre-coloured organdies patterned in artistic contrasts.

A nutmeg brown, for example, is *chic* powdered over with small fancy rings of dark blue and black, also a deep orange ground covered by an all-over scroll design of white and black. Made up with importance these create exceedingly handsome, dignified toilettes.

And while we are on the subject of muslins there is that attractive original model illustrated to consider. Splendidly indicative of the prevailing taste of the moment is this dainty frock of nattier blue and white organdie, with its full long skirt, mounted over a *fourreau* of blue charmeuse, and tight little bodice. On the waist girdle of picot-edged blue ribbon there is sewn across the front a wreath of organdie roses, a single bloom decorating the oval *décolletage*, the short sleeves to which are trimmed with wee frills. Most original also is the shady *chapeau*, the brim of blue crinoline allied to a crown of black satin, a big muslin rose perched one side of the front and a little frill of ivory lace resting on the hair beneath the brim, while the sunshade carried falls delightfully into the scheme, being fashioned of blue and white lace disposed to simulate petals.

Beads are used on all manner of materials and for all occasions. Radiating lines of small steel beads were seen ornamenting a heavy weight pale grey Georgette that boasted for its *pièce de résistance* a short round cape that was continued round the front in the form of a deep loose yoke. A black charmeuse toilette draped round the figure like a tanagra statue caught the eye arrestingly, carrying a low placed girdle of gold picked out with large facet cut jet beads, a *soupcon* of turquoise and tiny scintillating silver bugles, from which depended thin rope strands of twisted gold, a fringe that touched the hem of the jupe.

Another notable confection of white *crêpe romain* is stitched with wide bands of black Georgette. On the skirt these ran perpendicularly, and on the long wide tunic that fell in unbroken lines from the shoulder and was guiltless of sleeves these bands were placed horizontally, a piquant little black ostrich tip appearing on each shoulder. Again, remarkable for immense originality was a creation carried out in white Georgette, the upper part of the skirt and lower half of the long pouching cape-like corsage trimmed with *point de Venise* lace the tint of clotted cream.

For the river, and Henley in particular, there come the very sweetest little dresses of sheer linen, striped sponge cloth, cool, dainty patterned voiles, while others are made of that incomparable British washing silk or crêpe de Chine.

A case in point is a white silk broadly striped in fine lines with pale cinnamon, arranged on the famed Lenglen lines, but with side pieces added and gathered on to a normal waist bodice drawn to the figure



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In nattier blue and white organdie and worn with white linen shoes.

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PRICE'S NIGHT LIGHTS

above these by threaded ribbons tied in long loops and ends. If the round or oval *décolletage*—either is correct—and short sleeves are piped with a strip of the cinnamon, there is at once the neat river frock, whereas by the addition of a dainty touch of ivory embroidered lawn at neck and sleeves this is metamorphosed into a sufficiently dressy affair to be worn in the park or, in fact, anywhere.

Regarding footgear and hosiery, accessories as all-important to-day as dresses themselves, there has recently arisen a perfect *furore* for patent leather shoes with either a single broad or two narrow instep straps. These are *de rigueur* with any sort of frock, and are to be seen worn with both light and dark stockings, usually the former in pale grey or a delicate pinkish mole. A good many Court patent leathers are to be observed ornamented with large cut steel buckles, another favourite and especially neat *soulier* having the small pointed Grecian flap.

And practically all the same models are available in suède, grey, mole, and brown, also in white buckskin and linen, and everything points to preference being accorded the latter, since in addition to the fact that the models now offered in this material are scarcely to be distinguished from buckskin, they are infinitely cooler to wear than is the leather and cost, besides, considerably less. At a rough computation it would be possible to have three pairs of linen shoes for the price of one pair of buckskin.

Linen is quite as easy to clean and the shoes as now built keep their shape beautifully, especially when fitted with an ankle or instep strap. With these white silk stockings go without saying, as thin as gossamer and having open-work clox that run quite half way up the leg, a legacy of the abbreviated skirt. A mixture of spun silk and cotton is a useful quality of hosiery for tennis, the complementary shoes to these conforming to the vogue for ankle and instep straps. One of the most important factors to a perfectly turned out appearance in the evening is the head, and there is very little that is stable where that is concerned. Given small classical features, the hair may be parted in the middle and smoothly braided down either side the face, the arrangement at the back being either a small chignon coil or two smaller twists pressed close at the back of the ears. Or, if preferred, these same coils may be carried right over the ears.

An elongated roll brought forward right over the cheek is a style affected by many young girls, the hair in front brushed back from the face, a few wearing the piquant little kiss curl, a vogue inaugurated by pretty Mrs. Vernon Castle Tremaine, a still smaller minority dressing the hair high, mostly in a soft wide *pouf* into which a Spanish comb is thrust at a sharp angle. It is requisite, however, to dress up to this particular style of coiffure. Though it goes equally well with slim draperies and a certain Spanish mode of full skirt and normal waist corsage, the draperies are preferable.



BANDEAUX RULE THE EVENING COIFFURE OF THE MOMENT.

For bandeaux there is a veritable rage, and the trend in these is towards exaggeration and extravagance. The simple ribbon band or demure chaplet of flowers or leaves, are entirely lost in a large assembly, being completely outshadowed by broad heavy wreaths, deep swathings of silk, tulle or tissue, many whereof almost amount to turbans, and eccentric feathery fantaisies. One could write a small tome on these adjuncts and then not exhaust the variety, for scarcely two appear to be exactly alike.

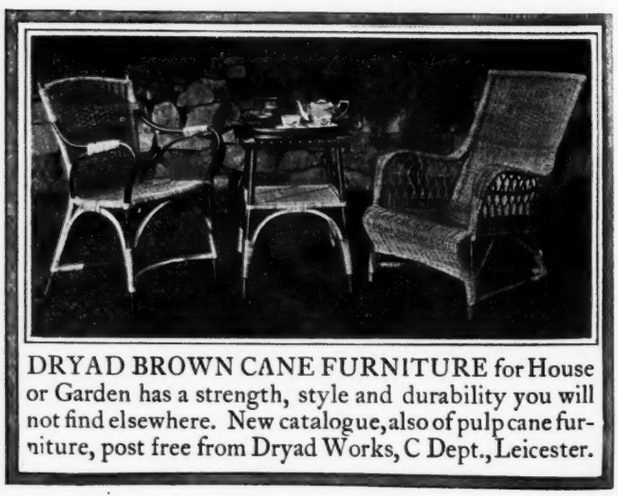
Our artist, however, depicts two finely representative examples, the lower head showing one of the deep swathings carried out in gold tissue, on which three great clumps of dull orange, mauve and blue flowers are posed. The blooms, as you see, are packed closely together, a small tendril escaping and resting on the shoulder at one side.

Similarly closely packed flowers in many colours frequently form deep wreaths of themselves, and, needless to say, these require wearing well, and with a considerable amount of aplomb and assurance.

For the companion scheme there is employed jet and strass for the pretty fancy crossed bandeau which is topped by a straight sweeping feathery fantasy, long earrings being worn to match of diamonds and jet. Accompanying a classically draped white *marocain* toilette it would be impossible to conceive a more regally right or beautiful headdress.

L. M. M.





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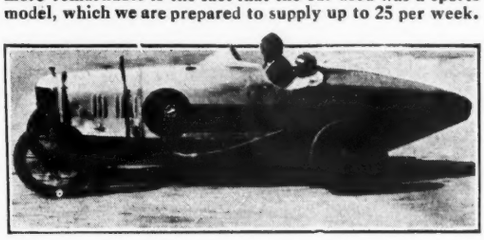
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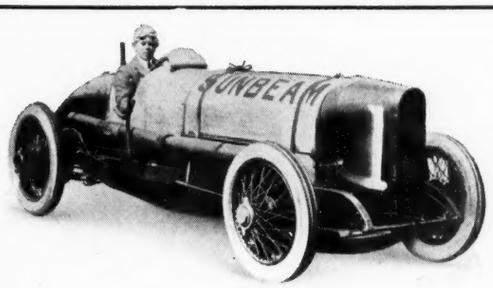
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Kilometre (from Standing Start)	83·51	73·57
Kilometre (from Flying Start) .	133·75	125·947
1 Mile (from Standing Start) .	96·63	87·34
1 Mile (from Flying Start) .	129·17	124·1
2 Miles (from Flying Start) .	122·11	122·05
5 Miles (from Flying Start) .	116·75	116·08
10 Miles (from Flying Start) .	113·13	112·57

These records, with the exception of the 5-miles from flying start, were achieved by Mr. K. Lee Guinness, driving a racing Sunbeam at Brooklands on May 17th and 20th, 1922.

The 5-miles from flying start record was beaten by Major H. O. D. Segrave, on a racing Sunbeam on May 20th, 1922, at Brooklands.

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EN GRANDE TENUE—FURTHER DEVELOPMENTS OF SUMMER THEMES

EVERY evening now brings its list of balls and small dances, consequently evening frocks and wraps provide an exhaustive theme for discussion; and evening dress can be extraordinarily beautiful, amazingly varied and quite exceptionally becoming and individual, given good taste and discrimination.

Some poet once wrote, "Let woman learn to know herself," a sentiment that might very aptly be applied with regard to clothes where it has a very deep meaning. And yet, how few women there are who really learn to know themselves from a physical standpoint, the majority rushing blindfold into any vogue that happens to be on the *tapis*, regardless of whether they have the figure or right personality to carry it off successfully.

Appalling mistakes are being made with draped skirts and wide sleeves. If both these are introduced in one scheme they require to be considerably modified and very carefully adjusted, otherwise the result is just a muddle. But generally speaking, where evening gowns are concerned, sleeves are conspicuous by their absence. The really well turned out women always see that their dress is carried out in due proportion to the figure and in a style that will accentuate good points and disguise their weak ones.

The rather hard, severe toilettes of *marocain*, crêpe de Chine, crêpe Jersey, etc., are having a *succès fou*, although they find serious rivalry in full skirt frocks of lace, net or Georgette, with quite tight early Victorian bodices. A *jupe* of silvered net, the latter woven in to effect a light all-over scroll design, was arranged with very full hips over a *fourreau* of pale yellow satin and allied to one of the above described close-fitting bodices of the same satin. This was cut right off the shoulders and carried a round berthe of the silvered net. At one side of the waist there was pinned a large pleated wheel rosette of old blue, mauve and silver ribbon, long ends of the three floating down over the skirt.

For an older woman there is a wonderful creation of coral pink crêpe, draped *en princesses*, with the folds held to the figure at a very low line by a handsome tapering garniture composed of gold, large cut jet beads and *dimanté*; a long black tulle train emerging from one side of black charmeuse adds a most telling touch of distinction, the tulle repeated in a high, sleeveless corsage worked with silver bugles, an embroidery that is repeated at the hem of the skirt in a tapering design.

Eights' week at Oxford has brought out all that is best in river fashions. Cool, straight little frocks of striped washing silk and crêpe de Chine, smart plaid ginghams, others being of sheer linen ornamented with delicately drawn thread work, together with *plissé* skirts of fine serge and cool white or delicately coloured jumpers of alpaca wool. In the opinion of one rather hypercritical, there are too many vivid coloured straw hats being worn on the river—orange, scarlet, rose, etc., these, while sometimes lending a becoming hue to the face, rather tending to look hot, not to mention the dread fact that they are already hinting of undue ubiquity.

Particularly cool and neat also are coats and skirts of striped crêpe de Chine, the coats straight, loose and just covering the band of the hips and belted low down with a knotted girdle of the same materials. Other smart coats and skirts to be seen are built of that capital viyella cloth, suits that can be sent to the ordinary laundry with impunity.

A white ground, narrowly striped with cinnamon brown, powder blue or grey fashions the most useful practical costumes or dresses, suitable alike to the river, seaside or country. Our artist has illustrated an all-in-one frock of this material, accompanied by a long wrap cloak to match, an original model showing how effectively the stripes can be variously worked. The cloak is especially novel, with its draped yoke piece, which slings the whole affair comfortably on the shoulders. In a darker colour this would make the ideal travelling suit, the cloak slipping on and off so easily, with which could be worn one of the newest tailor-made hats, the crown of soft felt and double folded brim of crinoline in tone.

In little hats the very latest is to have very high crowns and infinitesimal brims, a style that is especially *chic* in black pedal straw, the sole decorative relief supplied in a great bouquet of flowers, the soft stems of these brought from beneath and trailed round one side in the most natural manner.

L. M. M.



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Illness

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"Cheerfulness in illness" is all very well if one be protected against unexpected disarrangements, increased expenses, and loss of income.

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CHARMEUSE AND *MAROCAIN* GOWNS WITH SLIP-ON CLOAKS TO MATCH.

THE longest day, alas! will soon be here and chroniclers of fashion perforce obliged to look ahead in quest of modes for the later months, and the exodus to Scotland in particular; whereas those who have merely to dress and not write about it are content to carry on with the cool, fragile loose frocks which at once represent the epitome of comfort and suitability.

But the incomparable weather we have been enjoying, and which everyone trusts will last over Ascot for the display of the many fine creations prepared for that function, is leaving a legacy behind in sunburnt arms and necks. Now these are all very well in the daytime, but in evening dress the mustard-plaster effect back and front and arms of two distinct colours leave a less pleasing impression, and of a fact are unnecessary, since there are many perfectly harmless preparations that promptly bring the skin back to the normal.

There are several skin specialists in our midst at the moment who command the utmost respect. They work on scientific and hygienic lines, the general basis of which is the encouragement of health and vitality. The plastering on of powder and paint is the very last consideration with them, and personally I have small sympathy with the women who look askance at a powder puff. A shiny nose is an unpardonable sin in these days and equally so one that is too freely powdered, and all too frequently with the wrong colour. Every conceivable shade is procurable nowadays, and at the moment a certain deep shade, known as sunburn powder, is advisable, especially for anyone tending to a brunette colouring.

I started off, however, with the intention of discussing the long, loose styles in vogue, an admirable example of which is portrayed in the accompanying original sketch. This is typical of what is being worn in sheer linen, gingham, voile, *éponge* and striped washing silk and crêpe de Chine. The actual model pictured is of Spanish embroidered linen, white and a pale Chinese green, a quite charming colour alliance. Modelled in the simplest chemise guise the skirt takes a deep dip down at either side, and above the hem a band of the *broderie* occurs, another similar band emphasising the approved long waist line, a disposal that gives one to ponder as to how much deeper the waist can be carried to remain a waist at all.

In the opinion of certain experts this fancy has touched its zenith, and there are rumours, to which credence must be given, that with some of the autumn modes we shall find a raised waist line, together with a greater shapeliness of form throughout. That this move will cause a protest goes without saying, for we are obsessed by the ease and coolness of the loose-fitting gown. A change in the weather, however, may possibly bring about a change in the point of view. The more so as, delightful as these dresses are at the summer moment, there is no denying a certain uniformity and monotony.

One of the happiest styles, perhaps, is provided in the short coats of cloky, that quilted zenana sort of material that is now available in white and a long range of colours. Built straight and free, these short jackets are given a particular *cachet* by narrow, low-placed belts. Some there are quilted in contrasting colours, such as white with rose, brown with yellow, and white with black, but frankly speaking they are not so distinctive as the self shades. Cloky is quite busy enough in itself without resorting to contrasts.

Particularly charming was one carried out in beech leaf brown, accompanying a soft little frock of *ficelle* Georgette, another effective *ensemble* being achieved with a simple, severe gown of white *marocain* and one of these coats in black cloky, a toilette that was completed by a large white crinoline hat, on which large black clematis flowers were stitched quite flat, white stockings, black patent leather shoes, white gloves spliced and stitched with black, and a black velvet parasol.

Many attractive toilettes comprise a dress and long slip-on cloak, fashioned of *marocain* or charmeuse, and this has the charm of being something new. L. M. M.



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RIVER, SEASIDE & COUNTRY FROCKS

THE LEAD TAKEN BY *EPONGE* AND WASHING COTTON CRÊPES.

ALAS! poor Ascot. The dream of wearing beautiful clothes — many of them obviously designed to make modistic history—was shattered on the very first day. The demand for warm wraps, to be procured at any cost, ran like a bush fire through the *couturière* establishments on Hunt Cup day, the lovely filmy things of lace and chiffon proving hopeless against the biting wind, cold and rain. Well! those that managed to survive may still hope to achieve a success at Goodwood, and perhaps at Lord's.

But for the moment attention is chiefly concentrated on frocks for the river, country and seaside. For Henley—the Fates forfend wet weather there!—preparations are in full swing, and organdie has clearly stepped back a pace or two in favour. Doubtless many who are possessed of these muslins will wear them in the grounds of Phyllis Court, but their appearance runs the chance of being sadly marred after a sojourn in a punt or skiff.

A Georgette has twice the stability and does not crush; and there are few dresses cooler in appearance or more seductive than one of delicate biscuit-coloured Georgette.

Some very charming voiles, too, are being shown in self shades. One of a soft parchment tint boasted a long skirt, fulled on the hips, and a corsage that fell in hanging draperies at the sides. With this there was worn a narrow ribbon sash of cornflower blue, the ends falling either side in long loops and ends, the crowning triumph being a cornflower blue hat, one of those inexpensive Liberty straws, the brim of which was made several inches wider by *flots* of tulle, a swathing of this transparency twisted round the crown.

A propos of hats, I think it may be safely said we are through with crinoline. The boom in this has been prodigious, and now the fact that the manufacturers have stepped into the arena with cheap productions has put a closure on the fancy—at any rate, so far as the really well dressed are concerned. The latter are turning their attention to pedal straws. A black pedal arranged with wide drooping sides touches the high-water mark of elegance, the brim faced on the outside by a band of coarse white lace, the crown simply tied round with black satin ribbon and a single water-lily tucked under close to the head.

The resourceful, too, are picking up many cheap little straw shapes in pretty colours, and trimming them with cut circles of tulle or chiffon, which float about with every breath and look perfectly charming. There is quite a feeling also for hand-painted raffia shapes, a fancy that promises to come into its own on the river, where a gay hat is always welcome, together with a joyous sunshade.

A great feature on the river this year is the short hip-length wrap coats. Sometimes these are in a vivid colour, such as rose, jade or tango, and have deep hems, large enveloping collars and cuffs of white brushed wool. Others, again, are carried out entirely in white blanket cloth and white knitted teazled wool. Coats that are hemmed up with the contrast mostly have a slit left either side of the front to form a pocket; and a wearer possessed of the instinct to make the most of herself and her clothes usually contrives to have one or both hands in these slits. It is open to taste whether a girdle be worn or not. Our artist has, however, elected that one shall be in her pictured expression, which is effected in white with rose-coloured collar and cuffs. It is impossible to convey in a black and white sketch the immense *chic* of these short coats, but there is no possible doubt they have entirely taken the place of the long white wrap, both for the river and tennis.

Not nearly enough, in my humble opinion, is being made of the many pretty self and patterned zephyrs to be bought. These are quite extraordinarily cheap and fashion into the daintiest, coolest frocks imaginable. Here organdie for collars and cuffs has a formidable rival to face in old vellum-tinted embroidered lawn, the most attractive having scalloped or battlemented edges. Rare old pieces of this lawn are much coveted by the leading *couturières*, since there is nothing like time for imparting just the right *nuance*. Deep fichus are to be seen adorning some of the more *habillée* creations, and these are especially appropriate to older women.

L. M. M.



THIS YEAR'S WRAP COAT FOR THE RIVER.

Showing one of the new hip length sports coats, built of white fleece cloth with collar and cuffs of hand knitted rose-colour brushed up wool.

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PRACTICAL WRAP COAT, cut on smart, becoming lines, with cape sleeves. In soft shades of good quality velour cloth, lined throughout rich quality printed crêpe de Chine.

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COAT and SKIRT in fine quality gabardine, attractive coat cut on entirely new lines with low waist becomingly finished with braid to tone, collar when unfastened forms bold revers, lined silk throughout, plain, well-cut skirt. In navy, black, and a few good colours.

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This hat will be found in our Inexpensive Dept. on the Ground Floor.

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FROM THE EDITOR'S BOOKSHELF

The Life and Death of Harriet Frean, by May Sinclair. (Collins, 6s.)
THAT novelists of no importance should produce books which might as well, or better, not have been written, is to be expected, but Miss Sinclair belongs to a very different category. Her publishers call attention to the feat that she has performed in telling the whole of a woman's life story within the compass of so short a book; but that in itself is nothing; the life must have some sort of meaning and the story must be worth telling, and Harriet Frean's are not. Save towards her parents and, in later life, for one faithful servant, she seems scarcely to have known any feeling of affection. Her parents are bookish people and she travels on the Continent and has other intellectual advantages, but her reading remains a pose dictated by conceit, and her travels have curiously little effect on her outlook. In all her years of aimless existence Harriet never really grows up. Her life is not a woman's but a cabbage's. Her publishers suggest that Miss Sinclair has intended to show the effect of frustated human instincts on her heroine's character, but the instincts are very feeble ones and very easily suppressed. As a matter of fact, Miss Sinclair has created such a faintly marked character for her special purpose that her masterly and subtly unpleasant dissection fails to impress. Harriet's one love affair is a tame one, in which her own virtuous behaviour seems to cause her pleasure quite discounting her pains. At sixty-five "her brain felt swollen and brittle," apparently from old age, and she dies after an operation before she is seventy, a thoroughly useless, unlovable, sordid old woman, whose only links with life are three singularly ugly and unpleasant women friends whose one merit is their faithfulness. It is impossible for Miss Sinclair to write without distinction, but her gifts are here expended on an unworthy subject. Harriet's lovely mother and, in a lesser degree, her father, are the only people in the book worth making acquaintance with, and their delightfulness does but make their daughter's futile meanness of character seem improbable.

Made to Measure, by Mrs. Henry Dudeney. (Collins, 7s. 6d.)
WHEN Mr. Chesterton and Mr. Hugh Walpole debated together on the modern novel "as a sign of moral decay," Mr. Chesterton maintained that the novel of to-day is formless—"a kind of sack into which anyone can stuff anything he has about him, and which is practically shapeless." Just such a sack is *Made to Measure*, but it is stuffed with much good matter, together with a certain amount of packing. The triumph of the book is Mary. It does one good to have known Mary. She is like a sea breeze blowing in from a wide sunlit horizon; she is like the scent of heather on the hills on a hot August morning. Next to Mary, the most charming thing in the book and the most alive is the gracious and lovely old house, the garden cared for by many generations of the Miss Bones. It is not often that a house and garden are written of with such affectionate insight as that accorded by Mrs. Dudeney to Spencers. And it is entirely inevitable and right that Mary finds, for a time at least, her home within the mellow old walls, walls as capable as herself of withstanding the outrageous shocks of fortune with a firmly knit serenity. Fortune, in the person of a beautiful young "widow," brings a whirlwind of complications into the placid backwater of the country town and into the life of the unhappy Jim an inoffensive suburban youth, quite incapable of dealing adequately either with the seductive adventuress or with the Great War. We have a little quarrel with Mrs. Dudeney for giving us so much of Jim and his siren Dinah, and his suburb, and not nearly enough of Mary, and the Miss Bones, and Spencers. And we would gladly have dispensed with the treatment of the "Bundle" episode. But when we are given a sack so full of excellent things, it is ungracious to complain. Sequels are notorious failures; but we should like to meet Mary again, and to find her living at Spencers; and we should particularly like to assist at some measure of retribution for Dinah Marmery.

Humbug, by E. M. Delafield. (Hutchinson, 8s. 6d.)
IMAGINE an artist who, finding he had a supreme gift for portraying hair, insisted on painting all his sitters from behind. At first he might receive deserved praise for what he could do so well, but presently a wearied public would begin to ask whether his subjects were a strange tribe whose hair only was worth showing, and by and by, if he persisted, he would find that he had neither sitters nor public left. Something of the sort may happen to Miss Delafield unless she mends her ways. She has an extraordinary gift for dissecting character and for exhibiting the result of her dissections. She excels perhaps in pointing out unpleasant traits, but she does it so well and so wittily that as long as that was the leaven of her lump and not the lump itself her gift was entirely delightful to her readers. In *Humbug* she has set out to show that self-deception, a poor-spirited refusal to face facts and a mean desire to impose their own shams upon other people is inherent in almost everyone, and her purpose seems to have spoiled her sense of proportion. She has chosen Lily Stellenthorpe, the adored child of well meaning upper middle-class parents, as her central figure, and the human background of Lily's childhood, girlhood and married life is examined microscopically for evasions, deceits and humbuggery in general. Miss Delafield reaps a rich harvest, for everyone humbugs. Lily's father and mother, her aunt, her husband, her schoolmistress, her lover—all humbug; and Lily, in herself fundamentally a truthful person, for her mind whispers the truth to her even when her lips murmur a tactful and expected lie, is pressed away from her natural character by her surroundings, and only regains it with pain and disillusionment at the end of the book. Lily's cousin Dorothy, one of the two people in the book too simple even to pretend, has almost an air of improbability. It is all extraordinarily clever, but extraordinarily wearisome too. Page after page which lead to nothing but the exposing of another sham, the exhibition of further falsities, with no faith in human nature to counteract their effect, would leave one not only weary but embittered, were it not for the conviction that, true as Miss Delafield's brilliant picture is, she has left out one side of her subject altogether and that the most important.

Martin Pippin in the Apple Orchard, by Eleanor Farjeon. (Collins, 7s. 6d.)
IF you like fantasy and can gaily follow over the frail bridges that it builds into the lands of romance you will like *Martin Pippin in the Apple Orchard*. It is, indeed, a very long time since anyone troubled to tell real fairy stories for grown-up people as Miss Farjeon tells them here. At first it is possible that you might mistake them for stories for children or even suppose that they have some practical connection with folklore. But these impressions will fly as soon as you have really got to know Martin and the six milkmaids and Gillian, their master's daughter, whom her father had locked up in the well-house to separate her from her doleful lover, and have heard Martin tell the first of the six stories by means of which he won the six keys of the well-house from the milkmaids who guarded it. Miss Farjeon has been very brave, for her book scarcely falls into any recognised category. It is not verse, but it is full of poetry—and poems; it is romance, but it is full of humour, which is not usually to be found in romances; and sane ordinary facts of daily life are all mixed up with the most utter improbabilities. It is dainty, often beautiful, often wise; the reader who likes it at all will revel in it and probably feel, as I do, that its charm is not easily to be put into words for anyone else's understanding—as I have.—S.

The Popular Chemical Dictionary, by C. T. Kingzett, F.I.C., F.C.S. (Baillière, Tindall and Cox, 21s.)
THIS is truly, as its sub-title asserts, "A Compendious Encyclopædia," for the author has availed himself of the opportunity provided by its going into a second edition to include many more natural products and manufactured articles and fuller references to many subjects of special interest and importance to-day. Such words, to name just a few, as "Vitamines," "Colloids" and "Enzymes" have within the last year or two strayed by way of the newspapers from the laboratory to the office and warehouse, and the process is continuous. To know exactly what is meant by such a word, what it promises or threatens, is endlessly useful. It is difficult to imagine the business man who would not find "The Popular Chemical Dictionary" not only of interest but of value in his work. There is a more serious consideration still and one of which the author has been fully aware and which has, indeed, been the patriotic motive of his labours. The importance of a popular scientific knowledge and its application to the arts, industries and commerce of the nation was brought home to us at the time of the war, when German superiority in this direction threatened us with the darkest menace, and many articles of which we had surrendered the production into German hands were unobtainable. It cannot be too clearly impressed upon the general mind—too apt to forget even very bitter lessons—that increased production is our only way out of present difficulties and that science is and must be the hand-maiden of production. Mr. Kingzett's book should be of great practical assistance to the business man or merchant who intends to put his shoulder to the wheel.

The Luck of the Bean Rows. Illustrated by Claud Lovat Fraser. (O'Connor, 6s.)
IT was in the genius of Claud Lovat Fraser to recreate something of the curious beauty of eighteenth century art and adapt it, by the influence of his own personality, to the appreciation of to-day. It might not seem, at first thoughts, the happiest spirit with which to infuse a book intended for children, but his decorations for this dainty fairy story, translated from the French of Charles Nodier, prove how mistaken first thoughts may be. The sub-title of the book is "A Fairy Tale for Lucky Children," and the children will be the first to agree with that. The story is a fresh and charming one, but it is the quaint illustrations, all in colour, which give it the strange fascination and air of something rare, something at once old and extraordinarily alive, which make it unlike any other book for children recently published.

Ypres to Verdun. A Collection of Photographs of the War Areas in France and Flanders, specially taken by Sir Alexander B. W. Kennedy, LL.D., F.R.S. (COUNTRY LIFE Library, 15s.)
SIR ALEXANDER KENNEDY has had the happy idea of making this volume a record, in some sort permanent, of what the devastated areas of France and Flanders were like when the Germans ebbed back from them under the darkening shadows of defeat. It is very good for us who have not seen these broken villages or the spots where only such a sign as "This was Givenchy" could be planted to look at such a record, and for those of us who received many letters written among these scenes these photographs will form, to them, illuminating illustrations.

BOOKS WORTH READING

The Origins of the War, by Raymond Poincaré. (Cassell, 12s.)
The Complete Book of the Dog, by Robert Leighton. (Cassell, 10s. 6d.)

FICTION.

The Love Story of Aliette Brunton, by Gilbert Frankau. (Hutchinson, 7s. 6d.)
Mountain Blood, by Joseph Hergesheimer. (Heinemann, 7s. 6d.)
The Virgin of the Sun, by Sir H. Rider Haggard. (Cassell, 7s. 6d.)
Pamela Herself, by Desmond Coke. (Chapman and Hall, 7s. 6d.)
Sabine and Sabina, by W. E. Norris. (Hutchinson, 7s. 6d.)
The Kingfisher, by Phyllis Bottome. (Collins, 7s. 6d.)
A Soul's Comedy, by George Stevenson. (John Lane, 7s. 6d.)

The cost of staying at a good London hotel has of late years been high enough to deter many people from paying their usual visits to town. Now a distinct decline in the prices may be noticed, one of the hotels where it is most marked being the very comfortable and convenient Langham Hotel in Portland Place, W., where the newly decorated lounge is quite an important feature, and a point is made of catering delightfully for receptions, dinners and so on. Another very comfortable hotel is the Royal Court in Sloane Square, S.W., which is of course very conveniently placed for travellers, being near to all the great stations. There are a hundred and twenty bedrooms and central heating has been installed. Both hotels are filling rapidly with visitors who intend to be in London for the Royal wedding.



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FLEECY WOOLLEN SPORTS COAT (as sketch) made of super quality yarn in the popular cardigan shape, knitted in a wide rib, most suitable garment for all sports wear, good range of colours. Price

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FINE FRENCH SILK HOSE with lace clox, specially reinforced feet, and garter tops in ce-ise, geranium, scarlet, flesh pink, salmon pink, pale green, fawn, beaver, brown, nigger, silver, grey, mole, suède, peacock, white, cream and black.

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Useful Mushroom Hat in Silk Moire, with fruit wreath. In many good colours.

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BLOUSES

FROM THE EDITOR'S BOOKSHELF

The Garden Party, by Kathleen Mansfield. (Constable, 7s. 6d.)

A NEW book by Miss Kathleen Mansfield was published last week. Her first book, "Bliss," gave her a reputation, and the fact that it was a volume of short st ries made that reputation something remarkable in a world where volumes made up of that form of literary expression are generally regarded as the reader's disappointment and the publisher's loss. If *The Garden Party* had been published first I do not think that the same thing would have happened. Miss Mansfield's method is the same here, her touch as sure, her pictures as clear cut; the echoes she calls out from the reader's brain, who, turning the pages, acknowledges with quickened heart-beat, "So was I," "So did I," are as many and varied. If anything, it is a cleverer book, with the cleverness of the artist who relies on perfection of technique rather than a florid effectiveness to create an impression. The unlikelihood of its scoring a similar success lies in the fact that Miss Mansfield has not anywhere here, as she did in "Bliss," turned her illuminating light on the less obvious impulses of sex. A happy young girl's first sight of death as something not dreadful, but wonderful . . . "while they were laughing and the band was playin : this marvel had come to the lane" . . . ; an old charwoman's sudden despair and her realisation that for such as she there is not even a place for tears; a husband's terrible certainty that the stranger on board ship who died in her kind arms is somehow nearer to his wife than he has ever been—such as these, to pick the kernel out of two or three of her fifteen stories, are Miss Mansfield's subjects. They are of the texture of "Bliss," without that appeal to an esoteric sensuality which made her former work attractive to people who cared nothing whatever for her art. Her stories are the apotheosis of "atmosphere." She has written them with an understanding of feeling which is hardly ever, even for a moment, at fault. If she had an equal perception of action she would have gone already very far on the road to achievement. To what length her present method can be carried is a question. It seems, to me at least, that she has an exquisite tool in readiness, but that these stories are exercises in its use, not the real task for which it was designed. The same criticism can be applied to several present-day writers, and a large number of them are women. S.

The Secret Adversary, by Agatha Christie. (John Lane, 7s. 6d.)

MISS CHRISTIE confuses the trail of set purpose and puts her readers on the wrong scent time after time intentionally, but has succeeded where most authors who attempt to do these things fail very tiresomely. On the Lusitania was a young man who carried a draft treaty of world-shaking potentialities. When he saw that his chance of life had dwindled to nothing he handed the document to a girl passenger just about to take her place in the boats. This girl, Jane Finn, disappears soon after she lands. In reality she has fallen into the hands of a secret society of Bolshevik proclivities who have traced the treaty to her and want to secure it to use as a firebrand of revolution. On the other side, anxious to prevent the publication of the treaty, are the leading lights of our Secret Service, reinforced by two young adventurers, Tommy and Tuppence, who turn out to be better detectives than the professionals. Event follows rapidly after event, and time after time you lay your finger on this or that character as being the mysterious "Mr. Brown" who rules the revolutionaries, only to find that you are wrong and someone else must be he, and to ask yourself why on earth you couldn't have known it. A really jolly story, full of incident and with surprise following quickly on the heels of surprise: quite among the best of its kind.

Volcano, A Frolic by Ralph Straus. (Methuen, 7s. 6d.)

VOLCANO is a comedy, and a social comedy at that, but—as are all the best—it is based upon an appreciation of tragedy. The tragedy is that of a middle-aged womanhood immersed in good works of the official kind and turning a frowning face on human love as something not quite right, a serious flaw in God's plan of creation—only, of course, one could not be so irreligious as to say that, but would merely feel it. This woman, the perfect Miss Belt, forty-two, bishop's daughter, pillar of the Charity Organisation Society, suddenly finds her eyes opened wide by her affection for a handsome, ingenuous boy of the people, and the comedy is that of the actions and reactions her altered way of life occasions among the good people of Croome, that ancient, stately, inland spa. Lady Kolp, Miss Fancourt, Canon Malling-Styles and his wife, and all the rest of them, when Miss Belt suddenly decides to "see life" with Jim Ruffe as her companion, very naturally jump to the worst conclusions. Buboni, the great pianist, whose annual concert is the musical event of the year in Croome, finds them staying together at Brighton and spreads the news, with the effect of confirming their worst suspicions. Mr. Straus has cleverly contrived a happy ending, a personal victory for Miss Belt, which yet does not demand the improbability of a conversion of the upper circles of Croome society to her new way of thinking. It is all delightfully and humorously told, and none the less amusing for dealing some shrewd blows at the inability to believe the best of human nature which afflicts so many of the most respectable people, and at the charity which never permits itself to know the truth about its own objects. A really delightful book of a type which, in English, when it is good is apt to be very good indeed.

The Lunatic at Large Again, by J. Storer Clouston. (Eveleigh Nash and Grayson, 7s. 6d.)

BEATRIX STAYNES, a charming little orphan worth £25,000, returned from her select seminary in Switzerland only to be kidnapped at Charing Cross Station before the very eyes of her two adoring swains, Ridley and Toothill. Where are her guardians? Sir Joshua Horsham, financier, is one of them, and he is in somebody's power. The other one is a Mr. Francis Mandell Essington, whom you will certainly remember if you have read "The Lunatic at Large." He is also in somebody's power, and locked up in an asylum again; but Ridley and Toothill are unintentionally instrumental in again placing him at liberty, to lead the sleuths employed by the asylum and the villain in a meteoric career across country, during which he assumes on the average two personalities a day, including those of his liberators, a director of a railway company, a curate, a schoolmaster, a valet, a peer, a midnight apparition in plate armour, and, finally, his true capacity of guardian, and liberator, of his unfortunate ward. If, in the middle of the book, the narrative seems for a moment to hang a little, it is only because author, reader and characters are temporarily blown; but all recover their second wind almost immediately and, with thrills and chuckles, away we all go again. If there is, perhaps, less shrewd epigram in this second instalment than in the first, there are certainly fewer pauses and more movement to make up for it. You need not have read the first adventures to appreciate these, or be deterred, having read the later, from making the acquaintance of the initial vagaries of Mr Clouston's engaging Lunatic.

Search, by Margaret Rivers Larminie. (Chatto and Windus, 7s. 6d.)

MRS. R. C. TRAGETT, sighing for fresh worlds to conquer, has turned from Badminton to novel-writing. Her story is not an exciting one and it is very painful, for Jim Stonehouse, the unheroic hero, finds the love that would have satisfied his highest demands of life in his wife's younger sister, Sophy Channing. It is in his hands to take what Sophy only can give him, and Jim is no saint, but a man who has followed wandering fires in his day; nevertheless, his ideal is strong enough to nerve him for its preservation. Sophy marries honest, simple Tod Marchland, and Jim, a widower on the day which sees her a bride, finds his consolation in the thought, "greatly to desire anything and to find that it exists is better than all the possessing." Naturally, with such a story to tell, the book's colours are sombre ones, but the many characters are very closely studied and the texture of the story extraordinarily fine and even, while it makes that appeal to something beyond the scope of the senses which is at the root of distinction between books that matter and books that do not. I very much hope that Miss Larminie will write another novel, whatever happens to Mrs. Tragett's Badminton. S.

The Practical Breaking and Training of Gundogs, by C. Mackay Sanderson. (*Our Dogs*, 7s. 6d.)

IN considering another book on this subject one has first to make up one's mind if such a work is necessary or justified by originality of treatment, and I fear that the work under consideration has but small claims to such justification. Its preface and introduction are remarkable for an arrogance of tone which can hardly be tolerated by the reader, in addition to which the flatulence of style that distinguishes the whole makes it exceedingly difficult reading. I confess that the meaning of a great many passages must remain unsolved, such as, for example, at the beginning of a fresh paragraph, "The habits of the grouse at different seasons also are not immutable from consideration, as regards the age and experience of the dog in work" (page 26); and one is reminded of the amplification of an old proverb—"Don't teach your grandmother to suck eggs"—which ran somewhat as follows: "Abstain from the instruction of your maternal advisor, in the imbibing by suction the natural produce of the domestic fowl." The section devoted to pointers and setters, besides being frequently self-contradictory, is very misleading to those who wish to educate fast, high-couraged dogs such as Stylish Touchstone (at page 125), though they might be applicable to such stuffy animals as Druid (at page 80). The pictures of the pointer Stylish Touchstone and the charming Old Labrador Type of Whitmore are among the scanty treasures of this book. The Retriever section appears to proceed more from the experience of the author than do the others, but in this section also there is but little of value that has not been anticipated by other writers. I think in fairness it must be added that the author's knowledge of the characteristics of a moor are more interesting and generally in advance of his maxims for the kennel. WILLIAM ARKWRIGHT.

The Cruise of the Dream Ship, by Ralph Stock. (Heinemann. 15s.)

I CAN imagine that some of the readers will not care in the least for Mr. Stock's record of deep sea cruising, will see mere folly in a trip in a 23-ton cutter from Devonshire to the South Sea Islands; but what very dull creatures those readers will be. The crew of the Dream Ship were three: the author, his friend Steve and his sister Peter. They spent some months in acquiring capital for the enterprise, partly by fishing in the Dream Ship herself, and about three weeks in learning navigation, and those facts will give some idea of their enthusiasm and their daring. One has the feeling that when they arrived at their goal, having learned by experience a little of the dangers and difficulties of the way, these adventurers must have been a little surprised at their own luck. Not the least interesting part of the voyage, as with most journeys, was the time spent in getting ready for it, whether fishing—sometimes, be it mentioned, in prohibited areas during the war—or fitting up. After they had set sail some of their adventures proved to be adventures indeed; for instance, the day when the Dream Ship was becalmed in mid-Atlantic, Steve and the author swimming, to pass the time, and Peter down below. A breeze suddenly sprang up, and the Dream Ship sailed away without them, and if Peter had not come on deck in time we should have missed this very delightful volume! The experiences of the travellers—in the Galapagos Islands in particular, for in the description of their scenery Mr. Stock has achieved something very well worth doing—their fears and joys, jokes and escapades make up one of the jolliest and most human of books. When the author, rashly putting a ridiculous price on her, suddenly found his offer closed with and the Dream Ship his no longer, Peter and Steve in their fury have all the sympathy that I can spare from him. S.



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NOVELS FROM THE EDITOR'S BOOKSHELF

The Undying Monster, by Jessie Douglas Kerruish. (Heath Cranston, 7s. 6d.)

MISS JESSIE DOUGLAS KERRUISH ought to feel pleased with herself, and with me, when I confess to one nightmare and quite a lot of cold shivers as the result of reading her latest novel. But, of course, it may be that I am a ready shiverer. It is not so fine and complete a book as "Miss Haroun Al Raschid" was, and it is made to seem less fine than it is because the hand which punctuated it has rained assorted stops alike upon the right and the wrong places; but it is really thrilling, really mysterious, and really something out of the common in stories of the supernatural. Miss Kerruish is a good craftswoman too; she knows just where to begin a story—as, for instance, here, at the moment when Swanhild Hammand, becoming anxious because her only brother Oliver is late returning home, remembers the family Bane, that "Undying Monster" which time after time has appeared for the destruction of the head of the family. She remembers too, that it is on clear frosty nights such as this—"where grow pines and firs amain under stars sans heat or rain"—that the Monster appears; remembers, too, that her brother's way home lies through the pines of the shaw where horrible things are reputed to have happened in the past . . . and at that moment the telephone from the lodge at the gates rings and a terrified voice reports that horrible snarlings and howlings are coming from the shaw. Swanhild goes to her brother's rescue, finds him wounded and unconscious, a village girl, with whom he had been walking, mangled and well nigh dead, and his dog's body torn to pieces. It is recorded that the Undying Monster has only once or twice in the years during which it has cursed the Hammands actually killed the head of the family, but almost invariably the unfortunate man, having seen it face to face, has been unable to go on living and has died at his own hands within a few hours. Oliver wakes to consciousness so confused by the blow on his head that he cannot remember, for the time being, what his assailant was like. His sister determines to save him, and luckily she is able to call in the help of Miss Luna Bartendale, a super-sensitive or psycho-detective with golden curls and strange pale eyes, quite a new type in the fiction of mystery. From discovery to discovery, clue to clue, experiment to experiment, adventure to adventure, Miss Bartendale whirls the Hammands, or perhaps it would be truer to say, Miss Kerruish whirls her readers. The horrible solution of the mystery, found in "the Fifth Dimension," is one which some readers may be able to discover for themselves; I must admit that I stopped to try and think it out and then went on again because I was too impatient to wait. *The Undying Monster* represents a very clever use of a wide range of reading, and is made more convincing by the picture it gives of the high-minded and loyal affection, not only between two pairs of lovers, but between brother and sister.

The Veneerings, by Sir Harry Johnston. (Chatto and Windus, 8s. 6d.)

SIR HARRY JOHNSTON has invented such a jolly game for himself that I sometimes wonder why no other novelist seems tempted to join in. Besides providing a sequel to "Mrs. Warren's Profession," he has allowed himself to make several extensions of Dickens' novels which must have been quite good fun in the doing, whatever Dickens' enthusiasts may feel about the result. The way it is done is to take two or three characters from one of the novels, as here: Mr. and Mrs. Veneering, John Harmon and his wife, once Bella Wilfer, and the Lammles from "Our Mutual Friend," and carry on their story, and that of their children and their children's children, on your own lines. John Harmon with his inheritance behind him becomes the head of the great drug firm of Harmon Veneering and Company after the Veneerings' flight into obscurity, and this gives Sir Harry Johnston an opportunity to put into his mouth some interesting facts as to foreign plants and their properties and some fine sentiments as to the aspirations of a business man who is also a lover of his kind. The Veneerings' son, Melvin, whose godfather was Melvin Twemlow of the parent novel—if I may call it that—becomes a partner in the firm later on, travels in America and Africa, and writes home wonderful letters rather like pages from Mr. William Beebee's "The Edge of the Jungle," only not so delightfully written. Melvin marries John Harmon's daughter, or rather two of his daughters, for he marries his deceased wife's sister in South Africa long before such marriages became legal here, and the book ends with their re-marriage at home and a nice new knighthood. Now and then a slight flavour of his model, particularly in the description of the lunch when John Harmon retires, is discernible, but the book is more Johnstonian—Sir Harry Johnstonian—than Dickensian. It is scarcely good fiction, but often audacious biography and autobiography. The best thing in it is the development of the mean, but not wholly bad adventuress, Sophronia Lammle, into that dignified, worldly-wise, warm-hearted old lady, Sophie de Lammelle. S.

The Awakening, by Edith and Hugh Spender. (Grant Richards 7s. 6d.)

THE man who, in these rapidly moving times, holds that the old order has not changed and never must is a pathetic figure, when he is not an irritating one. Major Mansfield, whose return from four years' service in India is the opening scene of *The Awakening*, is just such a man. The first sketches of him and the girl to whom he is engaged, who has, to his surprise and annoyance, grown greatly in mental altitude while he has been away, are very well done. The story deals with their marriage, the wife's struggles to live her own intellectual life and the husband's perfectly honest amazement and righteous indignation at her aspirations. It introduces the reader to many pleasant or interesting personalities, but loses some of its strength during its progress because the principal characters do not really arouse much sympathy. Some chapters take us to Cologne during the British occupation, and those who remember the extreme complacency and comfort, both mental and material, in which the German of the upper middle classes lived before the war will be ready to believe that the local colour here has been studied on the spot. But the greatest claim *The Awakening* has on appreciation lies in its steady refusal to recognise any arbitrary assessment of human values and responsibilities, whether between husband and wife, or ourselves and our enemies in the Great War. *The Awakening* promises well for its authors' future.

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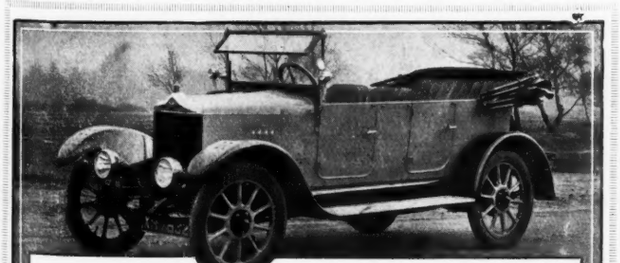
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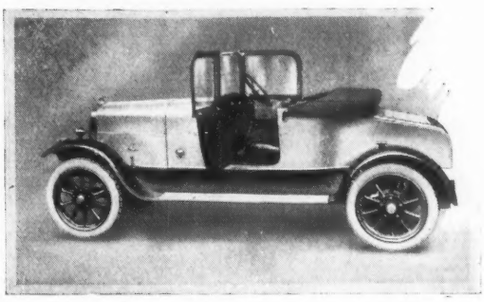
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NOVELS FROM THE EDITOR'S BOOKSHELF

Maria Chapdelaine, by Louis Hémon, translated by W. H. Blake. (Macmillan, 6s.)

THIS French-Canadian novel is already in its three hundred and ninety-seventh edition in France—it was written in 1913, the year of its author's death. No doubt to read it in the original is to come a shade nearer to its meaning and its beauty, but Mr. Blake has every qualification for the task of its translation, and many and many an English reader will owe to him a rare delight. It is such a simple story that I hesitate even to indicate, as a reviewer should, the field that it traverses. There is Maria Chapdelaine, the grown-up daughter in a big family, whose father all his life has felt the hunger to "make land," to fell the forest and bring the good earth to the light of the sun, so that moving on and on into the unknown country, hardworking and frugal as they are, the Chapdelaines after many years are still living as roughly as a young couple starting life by carving out a homestead might expect to live for the first few years. Then there is Madame Chapdelaine, who longed for the life of the villages, for papered rooms and the faces of friends, and yet followed her husband's path not only without complaint, but hiding any depression behind a mask of extra cheerfulness. There are the tall sons, Esdras and Da' Bé, and Tit' Bé, who at fourteen smoked and worked like a man, and little Telesphore and Alma Rose. And what more? Their struggle with the encircling forest, with the seven months' cold, their simple faith and kindness one to another, and such joys as the night when no fewer than three visitors came to their house, or that St. Anne's Day when Maria and her lover, François Paradis, went gathering blueberries and exchanged their wordless vow of love. But Paradis dies, lost in the snow on his way to greet his beloved, even while Maria is saying a thousand Aves to the Blessed Virgin because anyone who does that on Christmas Eve may have their wish, and hers is that François Paradis may return in the spring. It is in keeping with the sane broad outlook of those who live close to the land that this is not to be the end of life for Maria. Never will the conviction of utter unity, which comes once in a life, and knows nothing of spiritual or sensual because it is everything, flame high in her heart again, but she has other lovers; a hatred of the cold North and of the cruel forests, where death smites down the strong man so relentlessly, is upon her, so that she thinks longingly of the lights and laughter and ease of the great cities of the South. In the end her choice keeps her in Quebec not for the sake of duty or love, but because the tie of race, the call to go on treading the path her people have trodden, is stronger than any other. I see that Sir Edmund Walker, writing to the *Times*, quotes, with disagreement, a Canadian who referred to *Maria Chapdelaine* as not a "good immigration document." The life it describes would certainly not attract the lover of ease-before-all, but to many others its tremendous simplicity will make an undeniable appeal, and they are the only settlers whose feet it would be worth while to turn in that direction. It was not in Louis Hémon's vision of life in Quebec to see it as gay or animated. He saw it as grave but simply happy, hard but not harassed, and the melting of the snow in spring as bringing a joy that only the endurance of such an iron winter could give to it. Praising words are often meaningless from misuse, but here they must be used. *Maria Chapdelaine* is beautiful, a pastoral of a strange and wonderful land, a story with the quiet clear shining of old days and the beauty which is common to all that is great and lasting in art. I quite understand the Parisians who read it under the impression that it was a quaint record of one hundred and fifty years ago. I should only disagree with them if they did not go on to acknowledge that such masterpieces of humanity are never out of date. S.

Play'd in a Box, by Sophie Cole. (Mills and Boon, 7s. 6d.)

HERE is a book so tender and merry, so full of charm and of understanding, that our one regret on laying it down is that we shall stand no more in front of Sebastian Leaf's Puppet Show, with the haughty Earl of Leicester and his red-headed Queen, with Mr. Pickwick and Sairey Gamp, with Want, Weariness, Humour and Fortitude, gathering the incomparable medley of the London crowd before their tiny stage. Humour and fortitude, want and weariness, dull despair and fierce temptation, a tender and wise solicitude fighting with selfishness incarnate, are the warp and woof of the most live and human book that we have read for many a day. Sebastian, vagabond, poet at heart, dramatist, barrister *manqué* and wandering showman; the enchanting Minnie, two-thirds of her deriving from the ateliers of Montmartre, one-third racy Cockney; Perdita, the exquisite evil genius of her little world; Stenning, true to the type of a thousand careless, generous, artists endowed with the genius for giving, no less than for creating—all these people are good to live with. And Mrs. Cole can sketch, with clear, deft strokes, the magic of dusk in London, the subtle beauty of Chelsea Reach veiled in blue translucent mist, the dancing lights when "the Embankment puts on its jewelled girdle, and the barges, going with the tide have some goal of Romance." Life in the little flat in Chelsea had its moments of anxious misery, and was very nearly wrecked by the search for sensation carried out by the inhuman Perdita; but, sad or merry, every minute of it is worth while. And the note of enduring happiness on which the book ends shows a deeper understanding of human nature than all the pretentious studies in morbidity now flooding the literary market.

Cæsar or Nothing, by Pio Baroja; translated from the Spanish by Louis How. (Jonathan Cape, 7s. 6d. net.)

THIS is the story of an ambitious young man—Cæsar Moncada—who determined to put his talents as a financier at the service of his country—Spain. Deterred by nothing, he perseveres until he makes himself a power in the old-fashioned Spanish town of Castro Duro. At length his political enemies in the locality, by dint of various violences and tricks, succeed in defeating him, and he in apparent resignation betakes himself to private life. Much of the action takes place in Rome, where Moncada's uncle, the Cardinal, resides. Moncada takes up his abode in a hotel, the vulgar *habitués* of which, it is to be hoped, are not accurate representations of the Continental minor aristocracy. He attempts to follow the example of Cæsar Borgia, and, for his ambition's sake, does not despise any trickery or snobbery which may be effective. It is extremely difficult to admire such a character, and, however cleverly drawn, one's sympathy wavers towards a hero, who will use his sister's beauty, his colleague's trust or the good fellowship of his uncle's secretary to the extent of his disgrace, with equal calmness for his own ends. It is probable that the jerky style of the book, and the rather cheap and slangy style of the conversations are due to difficulties in translation. Indeed, it is possible that a hero with more charm of manner might carry one's unwilling sympathy much as Father Holt does in "Esmond" or that frank villain, Captain Macheath, in "The Beggar's Opera." Probably the worst feature in Cæsar Moncada's career, in truly British eyes, is his lack of purpose when he succumbs to his enemies' machinations, and settles down to a quiet, retired life, while he still has youth and possibilities. The most interesting portion of the book portrays life, political and social, in a Spanish provincial town.

The Confessions of a Well-Meaning Woman, by Stephen McKenna. (Cassell, 7s. 6d.)

MR. STEPHEN McKENNA is working a new vein in his latest book, and he has worked it very well, too, and in a manner which one would scarcely have expected from him. These twelve confidences from Lady Ann Spenworth to a friend of proved discretion tell chiefly the story of her schemes for the establishment in life of her worthless son, Will, though one of the best is that in which she describes her tactful discouragement of the pretty chorus girl who was thinking of running away with Arthur, her husband. The cleverest thing in the book is that, in spite of her grasping spirit, her insensibility to snubs when any financial gain might result, her cruelty and readiness to veer with the wind, Lady Ann's idea of herself as an aristocrat of the old school and of the highest principles does not only provoke the reader's scorn. Pity for her and understanding of her point of view and even of her hypocrisy come with it. The book makes excellent light reading and is some little way out of the common rut.

The Debt, by G. P. Robinson. (Duckworth, 7s. 6d.)

IF Mr. G. P. Robinson contemplates a second novel we commend to his notice the story of the three stone-cutters. A stranger, passing by one day, stopped to ask what the stone-cutters were doing. "I am earning 10s. a day," replied the first. "I am cutting this stone," snarled the second. When the question was put to the third stone-cutter he answered "I am building a cathedral." In this book Mr. Robinson quite obviously does not aim at building a cathedral, which is a pity. There is a lack of sharpness in his edges which makes us hesitate in crediting him with any great love of perfection in craftsmanship—in the mechanics of the noble art of fiction, which R. L. Stevenson used to call "carpentry" or "tushery." The author of *The Debt* has constructed an edifice which is three parts a Y.M.C.A. Army hut and one part a gaudily furnished flat in Shaftesbury Avenue. We do not find the life portrayed in either of these dwellings very agreeable or very convincing. Whether at Harrow, at Oxford, or fighting in the Great War, Trevannagh, Shannon and Dick are never quite alive. The women of the story hardly exist. There are excellent and vivid sketches of the war; there are highly coloured fragments of commonplace London life; there is a flow of cheap epigram symptomatic of the very young writer. Mr. Robinson gives us nothing worthy of the name of a plot; his young men talk interminably; even the trenches tend to become commonplace in his hands. And the ostensible *motif* of the book—the theme that the youth of the twentieth century paid in their sufferings during the war the moral debt of preceding generations, fails to bring conviction, chiefly, perhaps, because the three exponents of the theory have casually run up a considerable moral overdraft of their own. The publisher informs us that this book "impresses the reader with the worth of common manhood." We trust that the three unworthy young men who occupy the whole of Mr. G. P. Robinson's canvas are quite uncommon examples of our national manhood.

What Timmy Did, by Mrs. Belloc Lowndes. (Hutchinson, 8s. 9d.)

MRS. JARLEY'S WAXWORKS can give us an hour's very good entertainment, even though they do not hold the mirror up to Nature—and the same might be said of *What Timmy Did* if we look upon it in that light. Timmy, an unattractive, unboyish boy, by his occult powers frustrates the machinations of a villainess, whose wicked colouring covers a sawdust body. Not convincing—but then, waxworks are not convincing, and still they may amuse, and the story gets quite a grip on us and awakens our interest, though it can never touch our emotions. Of course, we do infinitely prefer "Good Old Anna."

IT is with genuine pleasure that we learn of the active preparation, by the Shakespeare Head Press, Stratford-upon-Avon, of a memorial to the services rendered by the late E. W. Gimson to the cause of rural and church architecture and the applied arts. Mr. Gimson's name is intimately associated with the little community at Sapperton, Glos, that included Messrs. Ernest and Sidney Barnsley, who, together with Messrs. F. L. Griggs, W. R. Lethaby and Alfred Powell, are preparing the volume in question. The object of this circle of clever artists, of which Ernest Gimson was the moving spirit, is to found a school for architecture and craftsmanship of which the inspiration is frankly that of the past, but its application original. In his architecture, "plain living and high thinking" was the theme; in his furniture, the simplicity of Elizabethan country work, and all the best of the later developments. In no case, however, was he an imitator. Of no piece of his work can we say, "That is a copy of—say—Sheraton." Ernest Gimson has done more, perhaps, than any man to found a modern style at once original and classic, up-to-date but old-fashioned. The edition of this memorial volume, priced at 2 guineas per copy, will be limited to 300 copies, of which 288 will be available for subscription.

THE May issue of the *Windsor Magazine* contains a very interesting article by Lord Clinton on "Social Changes on the Land," dealing with the reasons "Why Rural Britain has come under the Hammer." Another well illustrated article describes "The Water Festival of Yawnghwe"—which is one of the Southern Shan States; and the short stories are well up to the usual standard of such fiction, "The Sack," by Owen Oliver, a little above it.

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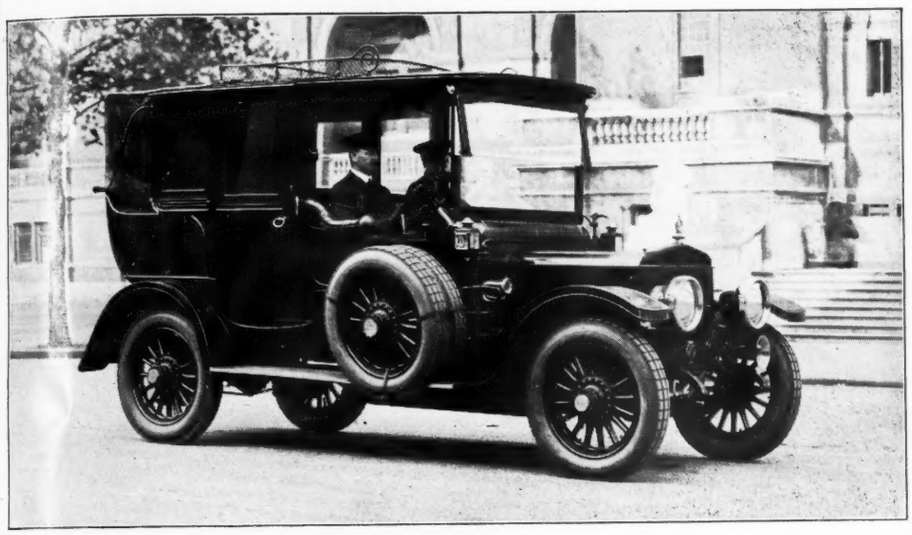
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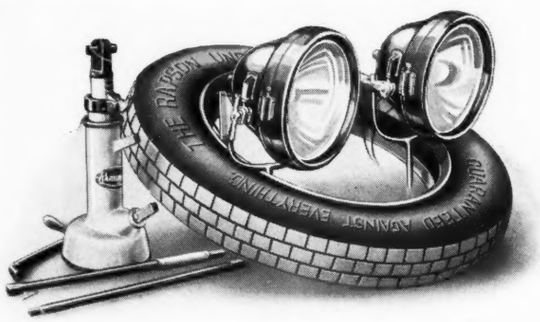
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THE EXPERIENCES OF A FIRE VICTIM.

WHEN my house was burnt to the ground and almost everything in it lost, I thought of the adage "Experience teaches fools." I was the fool, for I was under-insured. At nine o'clock on a wild night of drenching rain in the middle of winter, with a gale of wind blowing outside, my wife and I were sitting comfortably and happily reading before a fire of burning logs. The butler burst into the room with a face of terror from which all colour had fled. "The house is on fire," he said. In the manner of an Ethel M. Dell hero I said quite quietly, "Get the children out and ring for the fire brigade." The children were carried hurriedly down to the drawing-room, the little girl rolled up in an eiderdown quilt, sobbing in her nurse's arms. The small boy, who had almost been suffocated by the fumes of smoke, stared in front of him with a dazed expression. Shortly afterwards they were taken through the pouring rain, to the shelter of a kind friend's house some distance off; but the shock burnt into their little minds. The next care was for our two dogs, who, apparently uncannily conscious that something dreadful was happening, had fled up to one of the bedrooms, where they cowered together under a bed, from which retreat they were extracted with some difficulty. I had accompanied the butler to the far end of the house, only to look upon a terrifying scene of masses of flames and clouds of smoke rising from the roof of a low wing where were situated the garage and the stove for the central heating. The flames were fanned by the gale and seemed to swing in the air. The night was made darker by their brilliance.

A HOPELESS CASE.

It was obvious nothing could save the main building. The fire brigade of the small town three miles off had to be collected, and when they did arrive (it seemed as if they would never come) they found the supply of water hopelessly inadequate. They did their best, but it was of no avail. Though our house is situated on the top of a hill with no other house near it and a mile from the nearest hamlet, crowds of people gathered in an incredibly short time. They did wonders by carrying out many valuable prints and books and astonishingly large pieces of furniture from the ground floor. Few ventured upstairs except a gallant little band who, with little hope but much zeal, endeavoured in a primitive manner to drench the flames with a succession of buckets full of water. Their efforts effected nothing, and became obviously futile when the flames which had leapt up to the overhanging roof of the main building suddenly burst through the roof at the extreme end from which they had caught hold. The garden became a medley of all sorts of things, overcoats, umbrellas, china, clocks, books, tables, chairs and odd nicknacks, with the rain pouring down on all of them. After a couple of anguish-stricken hours the roof thundered down; then came a kind of pause in the conflagration, and then a great burst of flame, and our dear home had ceased to be a house, the house that we loved, the house that, until a few hours before, had seemed so quiet and undisturbed, became a smouldering, burning, angry ruin; and to see a country house burnt to the ground and its contents destroyed, is to feel in one's heart a pang of sorrow somewhat the same as if we had read of a shipwreck on some stormy coast.

A WARNING TO OTHERS.

And, as I said, it was under-insured, and I was a fool. The only consolation was that apparently all my friends and relations were fools also. They found that they were one and all under-insured. As soon as they heard of my calamity they rushed off to increase their fire policies.

Sitting in the library of a friend's house shortly afterwards, I appealed to him for sympathy. I got none. All he said was, "Take this room, for instance. Get a piece of paper and write down a list of all the things in it, books, book-cases, carpet, chairs, tables, pictures, and the rest of the furniture, including all the little knick-knacks lying about, and put against each article its value, and you will be amazed at the total sum." My gloom was not relieved, but I found he was right. How important a good inventory is.

Silver and jewellery are usually taken out first in the case of a fire. Ours was. But the linen in the linen cupboard was

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entirely forgotten. Our head housemaid, curiously enough, seemed to know my most valuable books, and carried them to safety. She may have remembered she was a housemaid, but as regards the linen she lost her head and forgot all about it. It were no bad thing if each maid was told that in the event of a fire each of them, after looking after their own personal belongings, should be responsible for the saving of certain articles, provided time and personal safety allowed.

THINGS THAT ARE NOT GENERALLY INCLUDED IN THE POLICY.

In the fire policy it is wise to include the architect's and surveyor's fees and the salary of a clerk of works. They will not, from compassion, decline to accept them when a new house is being built. They will charge you right enough. I overlooked this important matter. Also remember that while your house is being rebuilt you will probably have to rent a house; so include the rent of a temporary house in your policy. To married men, moreover, I would give this hint. Do not forget that your wife's wardrobe is more valuable than you might reckon. Gloves, bits of lace, handkerchiefs and ribbons, not to mention hats, dresses and lingerie, amount up to a total value that would astonish the ordinary and simple-minded man.

Many other things I discovered too late, and one of them was that, though I had prided myself on, as I imagined, especially covering in my insurance policy the effects of my servants, I had entirely under-estimated the value of my servants' belongings. It was pathetic to read their lists of the articles they had lost; and to add to my difficulties the lady's maid was engaged to be married to the footman, and on their lists appeared the presents that they had given to each other. G. C.

FROM THE EDITOR'S BOOKSHELF

A SELECTION OF RECENT FICTION.

Conn of the Coral Seas, by Beatrice Grimshaw. (Hurst and Blackett, 7s. 6d.)

HERE is a book brimful of the wine of life, a "beaker full of the warm South," brilliant in colour, radiant as sunlight. Golden-tongued Romance is here, and black, fierce Reality for Romance to fight and vanquish; for is not Stephen Conn known in Meliasi as "Conn of the hundred fights"; and Deidre, writer of love songs, famous in two hemispheres—"the World was listening to Deidre's music, making love in her words," rides out of hurricanes of danger, invincible in the delicate strength of her Irish purity. Deidre, the "ever flying game and quarry of love"; Deidre of the "roaming foot," the dreamer, the wanderer; Deidre, true musician and creative artist, sequestered from the world in her art, loving the world and the beauty thereof as only an artist can; Deidre caught and held at last by a nature as rich and strong as her own; Deidre is a lure, an enchantment, a thing half divine:

"Elle est plaisante, en faits et dits,
Belle et blanche comme la rose."

The story moves swiftly among the "islands at the end of all known things," in the far Western Pacific—islands said by the men who know them to intoxicate as absinthe, the liquor of fierce dreams; to be like "a wicked beautiful black and scarlet sunset, the sort that goes before an earthquake or typhoon." The sense of impending horror is with us in the crash of the trade wind, the song of the beating seas, the surge of the surf, loud on the coral reef, as the Commissioner and Des Roseaux sit in the flaring tropic moonlight on the Residency verandah and discuss Conn's secret. The strength of the book is its author's power of even-handed presentment of calm and storm; of tropical sunlight and colour and of black depths of poison-filled jungle; of clean truth and honour matched against foul immoralities and deadening miasma. Deidre and Conn fill the stage; but there are a dozen minor folk whom it is delightful to meet, among whom we would specially distinguish the lady who considered that "prettiness that passed a certain point verged on the indelicate." *Conn of the Coral Seas* deserves to be the best seller of the season.

In the Mayor's Parlour, by J. S. Fletcher. (John Lane, 7s. 6d.)

WHO killed the chief magistrate of Hathelsborough, found stabbed to death in the mayor's parlour at the Moot Hall? This is the problem which is stated in the first chapter of Mr. J. S. Fletcher's new novel and answered after various fashions in the others until it is finally solved in the last. The mayor had been looking into the borough finances and intended to initiate municipal reforms which Hathelsborough seemed to stand in need of even more than most small English towns do. One unique bad feature was the vesting of all monetary control in the "Town Trustees," who not only held their positions for life, but elected themselves a new colleague when death depleted their number. Naturally, corruption had flourished in such splendid soil, and though murdering the mayor in order to prevent exposure and disgrace might seem rather an extreme measure, the characters of the three trustees made it seem not quite improbable. Mr. Fletcher has unfolded his story as such a story probably would be unfolded in real life, largely by taking his readers to the inquest and the police court, a method which will alienate or attract according to individual taste in such matters, but which has not been allowed to prevent a dramatic and unexpected *denouement*. The most original and really interesting part of the story, rather elbowed out, by the way, by its detective side, is the picture of the intrigues and interests of the governing class in a country town.

From the Life, by Harvey O'Higgins. (Jonathan Cape, 7s. 6d. net.)

From the Life is an original and interesting series of short stories of American life. Mr. O'Higgins has usually headed his story with a paragraph in italics which appears to be a typical excerpt from "Who's Who." Round this he has woven a story, showing very plainly that "Who's Who" is distinctly not a study from the life. There is something faintly revolting in the story "Owen Carey." Mrs. Owen Carey's hallucination that she is a dog is unpleasant. "Jane Shore" is arresting and original, so is "Conrad Norman." "W.T."—a tale of folk who do not figure in "Who's Who"—is haunting and even lovable. Indeed, there is something praiseworthy in every one of these clever stories. Perhaps the most typical of ordinary folk is "Sir Watson Tyler." It is the story of an ordinarily good, steady young man whose family refused to allow him a man's position among them. His escape from their influence and his wise choice of a wife form an extremely interesting study in everyday psychology.

The Film of Fortune, by Monica Ewer. (Methuen, 7s. 6d.)

THE making of a film doesn't suggest itself to a discriminating mind as the most likely thread on which to hang the incidents of a novel. Liveliness one might expect, but not very much more. *The Film of Fortune* has proved a really jolly surprise. It is all about two enterprising young men who had the scenario of a splendid film in hand and only five and ninepence upon which to produce it. Just at this juncture a would-be leading lady comes to their office looking for work. Her name is Cynthia Evans and she is not only a daring actress but a very good sort. She borrows the thousand pounds necessary for the production of the film, staying at the Ritz and passing herself off as the Contessa d'Alfieri, in order to impress the moneylender, she climbs to the roof of a church, swims in a duck pond, races in a motor car, but these are nothing, for she finally gets engaged to the moneylender in her loyal adherence to the interests of her employers. Although the story is not at all probable and has no literary excellence to recommend it, it has a briskness and a flow of high spirits that make it really enjoyable light reading, and now and then a flash of humour which will startle a laugh out of anybody but the grumpiest critic.

The Eton College Hunt, by A. C. Crossley. (Spottiswoode and Ballantyne, 7s. 6d.)

MR. A. C. CROSSLEY, who was third whip of the beagles at Eton last year, has compiled a little history of the Eton College Hunt, full of enthusiasm and of pleasant stories, to which have been added some contributions on various aspects of hare hunting by Colonel Robertson Aikman, Mr. Howard Vyse and others who write with authority. There were originally two packs at Eton, the College Hunt, founded in 1857 by R. H. Carter with Willis as his whip, and the Oppidan Beagles, which arose a year or two later. These were apparently Charrington's pack and Edwards' pack, and Lawless and Hussey's pack, but the whole affair is wrapped in some mystery. The memories of the survivors differ a little, and beagling in those days was a rather casual amusement carried on half surreptitiously. At any rate, Mr. Crossley awards the proud place of founder to Edward Charrington. For some years the Colleges and Oppidans divided the country by agreement, but in 1866 the packs were amalgamated to their mutual advantage. Ten years later came a great year in the history of the hunt, when Rowland Hunt was Master. He was a wonderful runner and a boy of remarkable personality, of which his contemporaries give amusing accounts. One of his running feats must be set down. Having won the steeplechase (minus one shoe) in 1876, he was by the rule in force not allowed to compete in 1877. However, he started in full orthodox school clothes, came in an easy first and cleared the school jump at the end of it. Anyone who knows the width of that black and oozy strip of water and the imperfections of the "take off" will do homage to the feat of a hero. Finally came what Mr. Crossley calls the "Golden Age" in the time of the famous twins, the late Francis and Rivvy Grenfell. They built new kennels, bought a new pack, secured George Champion as kennel-huntsman, and by their energy and enthusiasm made their names live for ever in the records of the Eton College Hunt. The kennel-huntsman of the Queen's Staghounds came over to Eton to give his advice, and Francis Grenfell wanting to tip him but having no money in his pocket, asked Dr. Warre to lend him a sovereign, "which the Head Master gave with his most amused smile." The Hunt has survived the war, and though the country is now something more built over than of old, prospers exceedingly. *Floreant Canes Etonenses.*

The Expansion of Europe, by Ramsay Muir; third edition, revised and enlarged. (Constable, 12s.)

ORIGINALLY published in 1917, and hailed at that time as a great book, Professor Muir's latest edition, which brings his subject down to the end of last year, is even more welcome, for it comes as a timely reminder, so far as England is concerned, of facts that in 1917 we could not help realising, but which to-day are in danger of being obscured. Written in a lucid and suggestive manner, such as any man or woman can understand and enjoy, this work, you will recall, deals with the amazing unification of the world into a single political entity, by means of the great Empires and of the entire or partial adoption of Western standards by the rest of the globe. The world-wide nature of the war was the consequence of the realisation by every nation of the issues at stake—unity based on common aims and freedom, or unity under German *Weltmacht*. It is Britain who during the last two centuries has evolved and set up, albeit haphazard, the greatest example of the new Imperialism, a Commonwealth knit together by nothing stronger than a common love of freedom. In carrying developments down to

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1921, Professor Muir deals with the "unification of despair" working in Islam, and the foundation and prospects of the League of Nations in so far as it is the logical sequel to world unity. The mischievous phrase "Self Determination" he brilliantly attacks, as being a cry easily taken up by peoples lacking a national self and undetermined what to substitute for their present condition. While the new chapters present the grave problems with which the Commonwealth is faced to-day, the whole remains a clear and inspiring account of the philosophy of Empire and may be taken as stating the case of Civilisation against the disruptive anarchy of Bolshevism.

The Story of Southwark Cathedral, by the Rev. T. P. Stevens. (Sampson Low, Marston, 2s.)

A MAN who writes a preface on the top of a cathedral tower is probably worth listening to, and the Rev. T. P. Stevens' little book justifies the supposition. Muezzin-like, it is a call to the thousands who cross London Bridge that they should pay an occasional visit to the great church which they daily pass and blankly regard. As the author happily remarks, the book is "for the man on the bridge," pointing out with simplest phrase and ordered brevity the historical connections of the place, the architectural beauties, and the monuments of interest. Having whetted the commonplace appetite with glimpses of beauty hitherto unperceived, the author provides two more dishes, on the now vanished Winchester Palace and St. Thomas' Hospital, formerly adjoining the cathedral. But it is to be hoped that appetites so roused will not be satisfied with fare which, sufficient to its end, is naturally meagre, but will remain insatiable.

Arundel, Borough and Castle, by G. W. Eustace. (Scott, 21s.)

MESSRS. ROBERT SCOTT are doing a service to the cause of local English history by publishing such books as this, though the one under review is better suited for reference than for mere reading. As the author states in his preface, Tierney's history left much to be desired, both as to completeness and conciseness—faults which Mr. Eustace has effectively remedied in his work. Tierney, moreover, did not have access to the Municipal Records or to the bulk of the Sussex Archæological Society's publications, both of which sources are now freely drawn upon, with the result that Arundel may now boast of as compendious, copiously illustrated and well indexed a history as any borough or castle in England.

Spanish Galicia, by Aubrey F. G. Bell. (The Bodley Head, 7s. 6d.)

MR. BELL is certainly an authority upon the Iberian Peninsula, this book being the sixth that he has written about it, and he brings great affection and understanding of the people and their language to bear upon the subject, with the result that we get a great deal of local colour; indeed we get so much that it obscures the lines and perspective of the picture. Galicia is evidently a part of Spain that deserves to be better known, but Mr. Bell's descriptions fail, anyhow in our case, to give a very clear impression of the place, or an overwhelming desire to go there. A book of this nature should surely produce both these effects, and not require a vocabulary of five pages to give the meanings of vernacular words employed. In the valuable appendices of Galician folk songs, with their music, on the other hand, we get some charming translations, but not a single example of what they sound like in their own language, which, like the book, is disappointing. C. H.

The Town Planning Review (Quarterly), May, 1922.

THIS, the journal of the Liverpool University School of Architecture, is a thoroughly good publication, having as its purpose the communication to others of American and Continental as well as English ideas. There is an interesting article on Housing in Vienna and of City Planning in U.S.A., and an exceedingly well written one on Monotony in Street Architecture, by Mr. Trystan Edwards, which discusses what "monotony" really means. A valuable branch of the journal's activities is their review pages of recent reports and publications on the subject of its name.

BOOKS WORTH READING.

Studies in Literature, Second Series, by Sir Arthur Quiller-Couch. (Cambridge University Press, 14s.)
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The House of the Beautiful Hope, by Robert Stuart Christie. (Cecil Palmer, 7s. 6d.)
An Order to View, by Charles Marriott. (Hutchinson 7s. 6d.)

SOME BOOKS OF REFERENCE.

The Country Gentlemen's Estate Book, 1922. (The Country Gentlemen's Association, Limited).
The Royal Blue Book Court Guide, 1922. (Kelly's Directories, Limited, 10s. 6d.)



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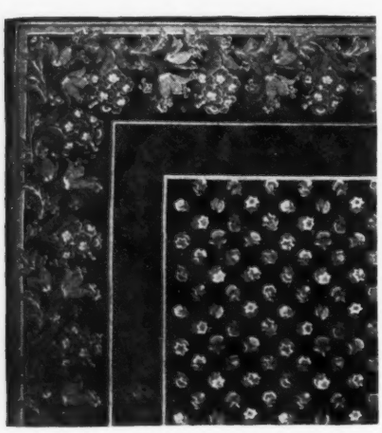
SELF-EXPRESSION has become a word on everyone's lips of recent years, a slogan for all sorts of activities and, inverted, an explanation of a great many uncomfortable things. Why, for instance, has the furniture of seaside lodgings so horribly depressing an effect on most people, though they know perfectly well that they are only in a temporary abode and that no one could dream of crediting them with a love of horse-hair sofas and Nottingham lace blinds because they happen for the moment to be camped among them? The negation of self-expression is the explanation. The human being of æsthetic perceptions living for however short a time in surroundings that contradict his or her personality cannot help being conscious of a mental discord, a jar where there should be harmony, a dragging weight instead of an inspiration. People who are condemned to live in other folks' home atmospheres know the feeling only too well, though they may never have analysed it, and it lies at the bottom of that longing for a *pied à terre* of one's own which half the world acknowledges and the other half defies. But even the people who are free to choose their surroundings, who have money enough to buy their dreams with, have their difficulties, particularly in the realm of house furnishing. How many people on such a quest have trailed wearily from shop to shop seeking the materialisation of an ideal and at last from sheer hopelessness have accepted some poor substitute which will always look even less alluring than it might because it is contrasted with the lines and colours of the dream that never came true. But these disappointed, self-expressive, would-be house furnishers ought to have known better, ought to have realised that there was one more expedient by which they might have averted failure—no, three more, for if they could not hunt their quarry as far as Messrs. J. J. Allen's great shops at Bournemouth or even call at 188, Sloane Street, S.W., where a selection of their beautiful goods can be seen, they could still have written to the Bournemouth address—The Quadrant, Bournemouth—for patterns and for their lovely catalogue, "My Lady's Home." These in hand and a choice made, the order sent to Bournemouth, they would have found out, as countless people all over the world have already, how serviceable shopping by post at its best can be and how foolish it is to believe that the best dreams have not their material equivalents to be found by persevering people who look for them in the right place. If you furnish at Messrs. J. J. Allen's you need never put up with just the wrong shade of colour, the tint which fails to satisfy you, for they are sure to have the right one, nor, what is worse, need find that when you have painfully "matched" your shades they fly at exposure to sun or sea air, for Messrs. J. J. Allen are the proprietors and distributors of those famous fadeless Durobelle fabrics which have made house furnishing almost a new art. No longer need the most delicate and dainty shades be refused because they are not likely to last; Durobelle colour lasts for ever. It would have been a wonderful improvement if it had been applicable only to one fabric, such as casement cloth, or one range of materials, such as plain cotton goods, but when the list of Durobelle fabrics is stretched out to its present length it becomes—well, a new palette for the home artist. Think of them—casement cloths, Bolton sheetings, silky casements, heavy canvas cloths, reps and corded cloths, figured casements, satins, poplins, damasks, tapestries—there is a triumph!—artificial silks and Madras muslins, all Durobelle, *all* going to wash, and wear the same as long as two threads hang together, and all in numbers of lovely shades that are never going to change even if you hang them in the seaward window of the sunniest beach bungalow in England—or anywhere else! Durobelle has been sold for fifteen years under a guarantee, on every yard, that if either sun or washing affects the original colour it will be replaced free of cost. It has penetrated to every corner of the world where Englishwomen are found to carry on their particular industry of making homes, and its prices have just been reduced by 40 per cent.



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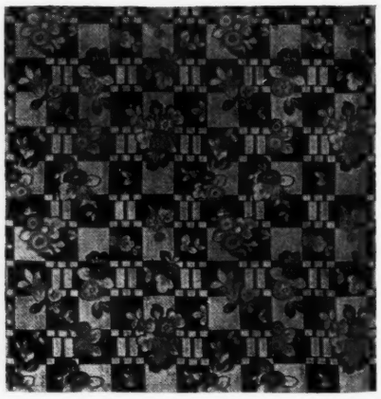
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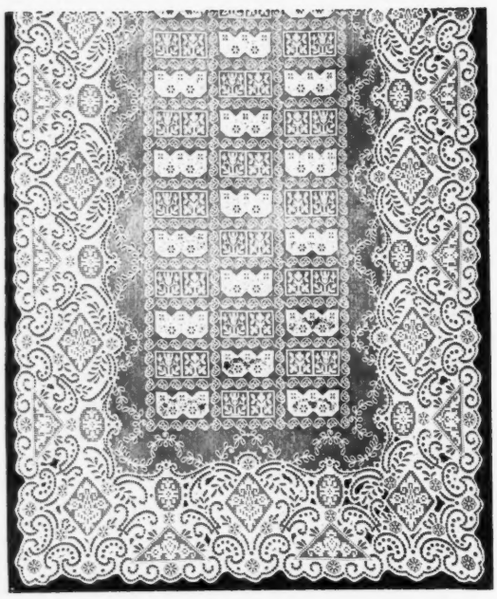
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FROM THE EDITOR'S BOOKSHELF

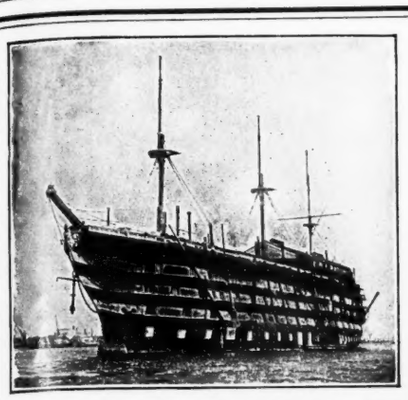
Friday Nights, by Edward Garnett. (Jonathan Cape, 7s. 6d.)
It is a pity that Mr. Garnett kept his essay on the contemporary critic till the end of this volume of literary criticisms, as it sums up his own attitude as a critic of remarkable perception and receptivity: "Seeking, in this weltering literary flood to-day loosed upon us, for talents of special originality which add something really living to literature, and for those documents of life that show the age in meaning outline." In that essay he enumerates the various kinds of critic, the academic, the journalistic pseudo critic, and the true critic whose work on contemporary literature has more than ephemeral interest. That Mr. Garnett belongs to this latter class is shown by the fact that these pieces were many of them written twenty-five years ago "on Friday nights after he had returned to his cottage from town, on favourite authors whose sails were either flapping in the uncertain breezes of public esteem, or had borne their craft on far reaches athwart the popular tide." If many of these authors have since made port with colours flying, this republication recalls the truth and affirms the value of Mr. Garnett's early puffs. The essay on "Ibsen and the English" (1899) is a brilliant championing of the modern drama of to-day as well as of yesterday, and the indictment of contemporary (1914) American literature might have (even if it actually has not) provoked the American critics of Mr. H. L. Mencken's school to rise in their wrath at the type of fiction there prevalent which is "cast like a glazed drain-pipe" to the limited requirements of American society. Ickehof, Conrad, Doughty, Stephen Crane and Richard Jefferies, among others, furnish subjects for essays of true critical value.

Heather Mixture, by "Klaxon." (Blackwood, 7s. 6d.)
"KLAXON," in *Heather Mixture*, has accomplished a Cubist novel. Cubism in art is now familiar to most of us. The Cubist painter sees men and women in the form of square or triangular blocks, of wooden consistency, without atmosphere and without intelligence. The naval commander, the members of the shooting party, the hunt, the flappers, in this "Mixture," are precisely such wooden blocks. The things really true to life are the miles of Yorkshire moors—"bracken changing to heather, and heather to scattered rock, till the hills meet the sky"; and the English country-side—"when the leaves are off the trees, when hounds patter homeward along muddy lanes, and the guns gather round the smoking-room fire." We feel that "Klaxon" possesses the one saving grace of some kind of rough affection for England. "It's the only kind of country," declares the far-travelled Dicky. "Hills and heather as far up as you can see." One other pleasant feature are the two horses, Norah and Peter, both of which are most agreeable company. Not long ago an anecdote of Soviet Russia was adding to the gaiety of other nations. It concerned pyjamas. The Soviet habit is to sleep in your day-clothes; and any counter-argument was met by the simple question, "Why not?" The male figures presented by "Klaxon" exhibit just this Soviet mentality. "You're half a savage," is the extremely true remark addressed to Dicky, the hero, by the long-suffering heroine, a few hours before Dicky all but kills her in the course of a duck-shooting expedition, during a blizzard, on the mud flats of the East Coast. Another Soviet characteristic is "Klaxon's" failure to realise that wit and blasphemy are not necessarily identical. At least three passages in this book must revolt any reader accustomed to show decent respect for other people's creeds, whether or not he possesses one of his own. We strongly recommend "Klaxon" to go to Russia for his next book. He will be quite at home there.

The Pastures of Plenty, by Archibald Luck. (Collins, 7s. 6d. net).
The Pastures of Plenty is yet another novel of continental hotel life. As is so often the case in books of this type, the idea of pleasure circles almost entirely round sex. Though hardly a book for the young person, *The Pastures of Plenty* is by no means a wicked production. Tayo (the beautiful, alluring mother of the American heroine), whose folly, vanity and depravity fill many pages of the book, comes to a horrible end, for she becomes insane. Her daughter, Marion, who is constantly suffering for the misdeeds of her parent, through temptation and many dangers, perseveres upon the narrow way, and eventually comes into her kingdom of love, marriage and the appreciation of her qualities. It is a book which shows, in spite of itself perhaps, that the hard life of self-abnegation and unselfishness brings the highest rewards.

The Man in the Twilight, by Ridgwell Cullum. (Cecil Palmer, 7s. 6d.)
THE lovers of Mr. Ridgwell Cullum's work will be pleased to welcome another of his novels. Whatever one may think of the truth of his character delineations, it will be generally admitted that his books carry one along irresistibly on the current of the plot, and, better still, one has no hesitation in placing them in any hands (except perhaps those of an embryo novelist or poet), for their cleanliness of thought is delightful. With such splendid characteristics it is only fair to warn the very literary that the hero, the villain, the fair lady, and even the crowds and scenery, are much of the type seen in that innocently exciting and simple-hearted kind of film, whose lack of detail in explanation of lines of action is perhaps their chief fault. The situations in *The Man in the Twilight* would lend themselves admirably to this kind of screen work.

Shadow Show, by Viola Bankes. (Long, 7s.)
ONE suspects that Miss Bankes selected this title for her first novel to give an air of purpose to the shadowy characters and showy lives of the people it concerns—an ill-mated smart couple, with an engaging daughter, a charming widow and a foreign villain of horrid fascination. It is a comedy of manners and all the characters have a bad attack of epigramitis, which gives them a hectic vivacity, but prevents one for a moment believing in their reality. Miss Bankes was attracted by Messrs. Long's £500 first novel competition; she had ideas about men, modes and marriage and also the courage to develop them. The novel is the result, so we can at least say, as is rarely possible, why and how it came to be written. We look forward to seeing more of Miss Bankes' work (or is it play?), with a little less fireworks and a little more flesh and blood.



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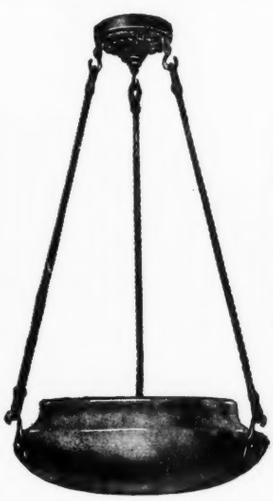
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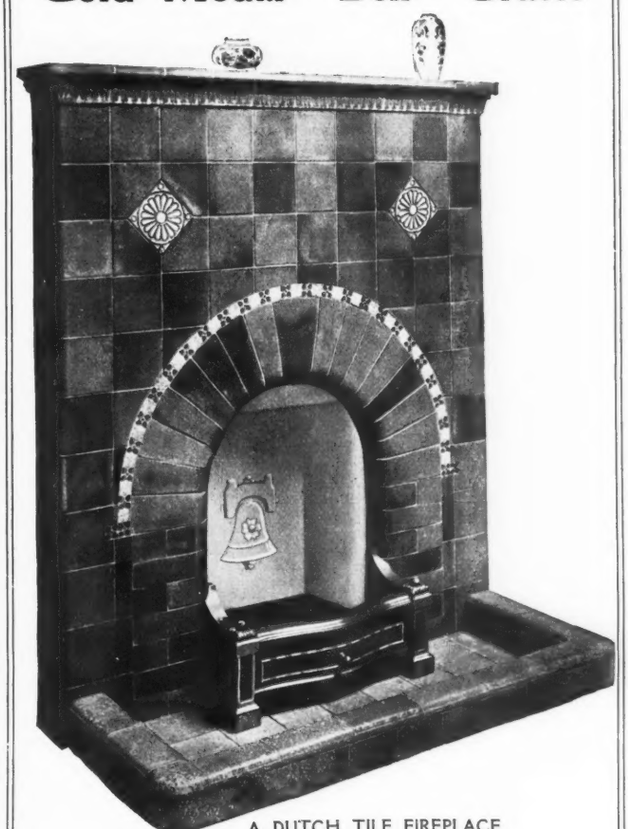
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THE EXTERIOR LIFE

By Isabel Butchart.

TO say that the most important part of a book is that which is left out is, perhaps, to put the matter too strongly, yet the part that wakens questing imagination *is* generally that which is not stressed. At least, it is to be hoped that this theory is sound and that it is not a spirit of contrariness that makes the present writer pounce delightedly on every worldly little touch that decorates the pages of a serious book and to weigh and sift the trifles light as air that point towards the deeper convictions of writers of more festive tendencies.

When she reads the wistful and devout pages of the "Journal of Eugénie de Guérin" her one object is to find out if Eugénie had a fire in her bedroom and how much housework she did with her own hands in the almost cloistral simplicity of the old château of Le Cayla. When she turns to Mr. Samuel Pepys his "Diary." it is Mrs. Pepys for whom she ruffles the pages. When she reads "Mary Olivier" the question is, how much does May Sinclair herself know about the light that never was on sea or land, that illuminated Mary's sombre existence and just saved the book—and saved it well—from being a tragedy almost too painful to be borne by the reader? This point grows in interest if supplemented by Miss Sinclair on Emily Brontë.

The other-worldliness of "The Revelation of Divine Love," by the dearest and most romantic of anchoresses, the Lady Julian of Norwich, is so intense that the this-worldliness is practically invisible to the naked eye. Nevertheless, the expert in the exterior life may find here and there faint, slight indications of what he seeks.

There is a curious and interesting French book called "The Spiritual Journal of Lucie-Christine" which is the happiest hunting-ground imaginable for the dealer in outward things. "Lucie's case is a rare one," writes the editor of her Journal, the Rev. A. Poulain, S.J. "At the age of twenty-nine she attained in a very short time to the highest mystical graces and quickly became an ecstatic." The book is almost entirely concerned with the interior life, therefore every little exterior event stands out in the most fascinating relief. Lucie-Christine died about fifteen years ago. She was a Frenchwoman of the leisured class, mistress of a considerable establishment and the mother of five children. Her mystical experiences are scattered over the pages of her Journal as thickly as blackberries in autumn hedges, yet not one of her family or her relatives knew anything about them until after her death. Which keys up the situation to the intensest interest, for Lucie, her entranced soul in another world, had yet to bring up her children, manage her household, and train her maids, and the little detached passages showing (unconsciously to herself) how well she succeeded are priceless to the *amateur* of outward things. "My exterior life is over-driven and very often troubled," sighs a tired Lucie. But she must have been a charming mother in spite of her daily worries and her many sorrows. "My sons . . . thanked me heartily for the day's pleasure. It seems that I am considered very ingenious in organising holidays. I am very much pleased," she writes, as if rather surprised, and then she adds, with a quaint little motherly touch, "as I have the honour of representing piety to them, I do not want it to be the reason of their ever finding it wearisome."

Turning from the modern to the ancient world the collector of the obvious can get handsome results from "The Confessions of St. Augustine," "a deep, earnest and sacred autobiography of one of the greatest intellects the world has seen."

Now St. Augustine, though more absorbing than most novels, is generally so piously bound that he can be carried to church as a Prayer Book without the least fear of detection, the only risk being that the sheer beauty of some of his phrases (which beauty may, of course, be the translator's) may reduce a sensitive reader to sudden tears. This danger is mitigated in the case of the present writer because, the book being a passionate story of sin and sorrow, its great interest to her lies in its worldly side—which is included by accident, so to speak.

With thoroughness worthy of a psycho-analyst St. Augustine throws his memory back to his very infancy in an almost pathetic endeavour to understand the meaning and sequence of his life. "Afterwards I began to smile, first in sleep, then waking . . . for we see the like in other infants, though I myself remember it not." And he goes on to set down the struggle in the mind of a peremptory baby who cannot yet talk. "Then I was indignant with my elders for not submitting to me, and with those owing me no service for not serving me: and avenged myself on them by tears. . . . Such have I learnt infants to be from observing them," meditates this Father of the Church. "The weakness, then, of an infant's limbs and not its will is its innocence," is his rather unkind conclusion. "Myself have seen even a baby envious; it could not speak, yet it turned pale and looked bitterly on its foster-brother"—strange and touching immortality for a little Roman baby.

"And lo! my infancy died long since and I live. . . ."

And he explains solemnly how at last he learned to speak, "*and so launched deeper into the stormy intercourse of human life.*"

A troubled, sensitive little schoolboy was the great St. Augustine, "praying God, though small, yet with no small earnestness, that I might not be beaten at school. . . . Our sole delight was play; and for this we were punished by those who yet themselves were doing the like. But elder folks' idleness is called 'business'," muses the saint, with no sarcastic intent.

He discusses the education of young boys in quite a modern spirit and then, step by step, retraces his way through his own brilliant but licentious youth, and touches on his profession—the teaching of rhetoric. And so we come to those sorrowful pages on the death of the unnamed friend.

> In those years when I first began to teach rhetoric in my native town I had made one my friend but too dear to me . . . of mine own age and, as myself, in the opening flower of youth. He had grown up of a child with me, and we had been both schoolfellows and playfellows. But he was not yet my friend as afterwards. . . .
>
> Thou tookest that man out of this life, when he had scarce filled up one whole year of my friendship, sweet to me above all the sweetness of that my life. . . .
>
> At this grief my heart was utterly darkened and whatever I beheld was death. My native country was a torment to me. and my father's house a strange unhappiness. . . .
>
> I wondered that others did live, since he whom I loved as if he should never die was dead: and I wondered yet more that myself could live, he being dead. . . .
>
> I had poured out my soul upon the dust, in loving one that must die, as if he would never die. . . .
>
> Hence that mourning . . . and darkenings of sorrow, that steeping of the heart in tears, all sweetness turned to bitterness; and upon the loss of life of the dying, the death of the living. . . .

And, broken-hearted, Augustine left his native town, Tagaste, and went to Carthage, "for so should mine eyes less look for him, where they were not wont to see him."

His conversion is supposed to hold no interest for us at the moment, so the story of St. Monica, his mother, so intimately bound up in it, must remain untold, though offering great temptations to the present collector of little domestic events. It is great pain to her to put it on one side.

We come then, to Augustine giving up his professorship of rhetoric, but politely, on the plea (a true one) that his lungs were affected and that much speaking was beginning to cause him great suffering, and he decides to be baptised with his friend, Alypius, and his young son, Adeodatus.

"Verecundus (another friend) was worn down with care about this our blessedness . . . for he saw that he should be severed from us." He would also have become a Christian, explains Augustine, loved he not honour more, but his wife being one already he was afraid of his conversion being based on love for her and not on conviction. However, he "courteously" offered them his country house as a quiet retreat where they might prepare for the grace of Baptism. And, while they lingered happily there, he, in Rome, died. And now comes the gem of the collection. "Thou now requitest Verecundus for his country house of Cassiacum, where from the fever of the world we reposed in Thee, with the eternal freshness of Thy Paradise." Is not that little touch perfect in its simplicity? The quiet country house and then "the eternal freshness of Thy Paradise" to "make up" to one who, in charity, had offered it to a storm-tossed soul.

But even as one collects the absorbing details of the exterior life they grow dim and the other life shines from the pages:

"O Eternal Truth, and true Love and lovely Eternity . . . unto Thee do I sigh night and day," says St. Augustine.

And the Lady Julian: "And if I aske anything that is lesse, ever me wanteth."

And Lucie-Christine: "Wait, O my God, I am coming. . . ."

THE SUN AND THE MOON

(*Adapted from a Riddle attributed to Cynewulf the Saxon.*)

The Singer came over the hill through the shadows of Night,
And he saw the Queen Moon like a warrier armed for the fight.
She had horns on her helmet, and silvered the mountains with light.

The Singer came over the hill at the stirring of Morn;
And he saw tne brave sun rise and beat her, and laugh her to scorn.

Herbert E. Palmer.



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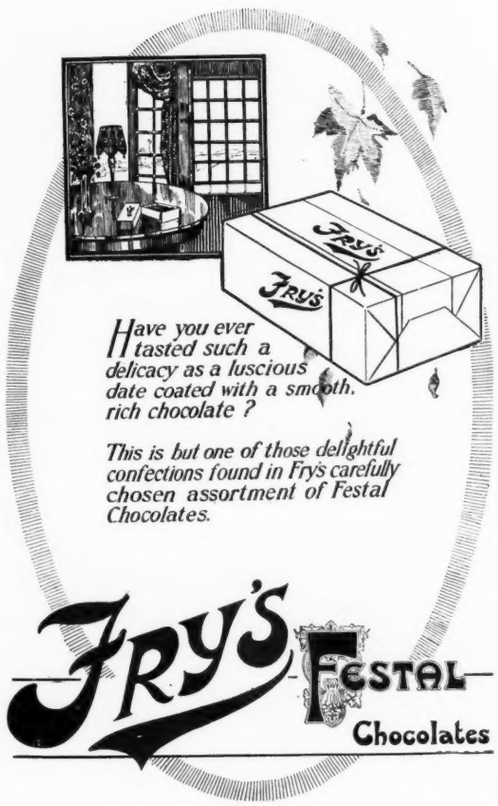
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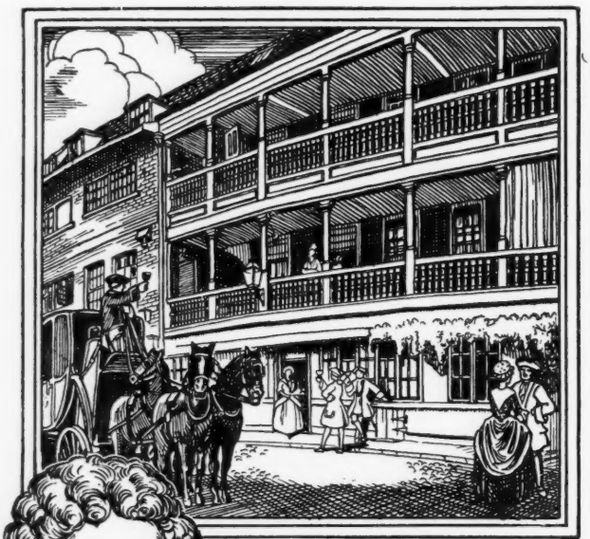
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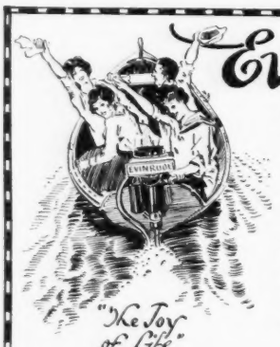
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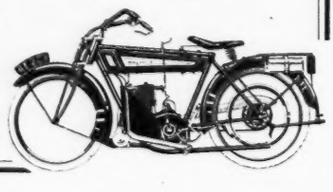
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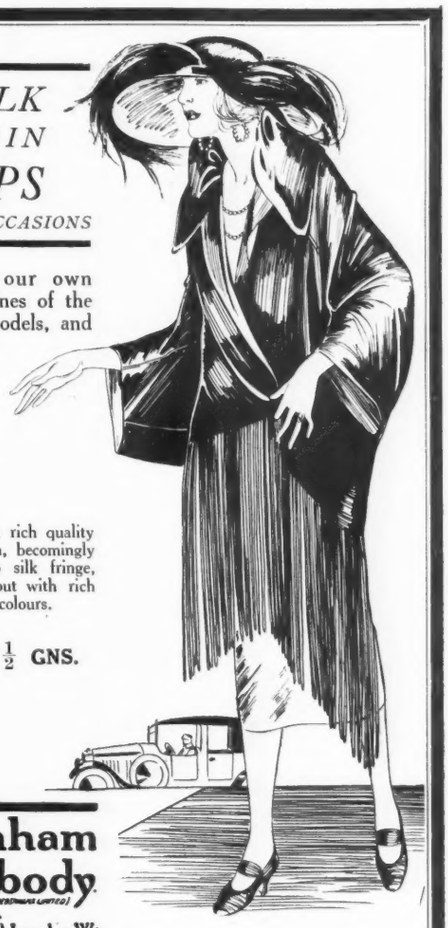
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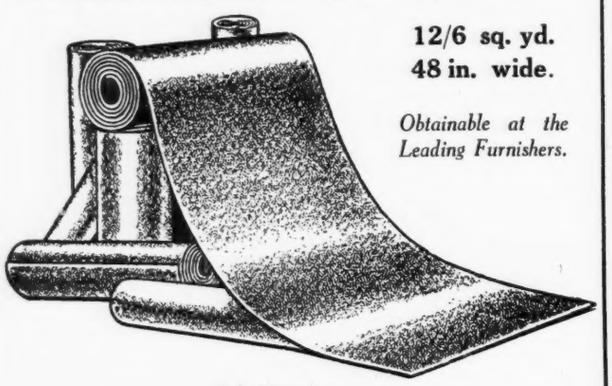
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SET DOWN FOR REFERENCE

THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND.

IN a remarkably interesting speech Sir W. H. N. Goschen, K.B.E., presiding at the Annual General Meeting of the National Provincial and Union Bank of England, Limited, was able to touch with a note of optimism on the prospects for the immediate future. We had begun to realise that the remedies for our ills were economy, hard work and combined effort, and that in itself "was some progress on the uphill road which leads to success." The financial position of the Bank might certainly justify his attitude, for after due provision for bad debts had been made and paying a dividend of 16 per cent. for the year, there remained a balance of £1,389,249, of which £100,000 has been transferred to the Bank Premises Fund and £100,000 to the Contingencies Fund, leaving a balance to be carried forward to next year's account of £889,249.

FOR THE MUSICIAN: A PERFECT PIANO.

To judge by the number of pianoforte concerts advertised nowadays the piano is as popular if not more popular than ever with the musical public. But, as generally happens when appreciation of an instrument grows more general, thes tandard demanded of the piano to-day is higher than ever. People who a few years ago would have been satisfied with a very ordinary instrument are now eager to find out and procure the best; and the Blüthner piano, the sole *concessionaires* for which in the British Empire are Messrs. Blüthner and Co., of 7 to 13, Wigmore Street, London, W.1, have a large and increasing circle of admirers who cannot say too much for the extraordinarily fine qualities of a piano which is beyond doubt an artist's instrument. Messrs. Blüthner are also well known for their player-pianos, in which every device imaginable seems to have been used to achieve perfection.

AN ESTATE ECONOMY.

Every owner of a country estate is not aware of the extraordinary value a stream or river, however small, may possess from the point of view of generating electricity. The installation of a modern generator, which can now be carried out without in any way spoiling the beauty of private grounds, will provide lighting for house and farm and estate buildings. Messrs. Read and Partners, 53, Victoria Street, London, S.W., have recently erected a hydraulic electric generating station on the Naemoor estate, Kinrossshire, for Mr. J. J. Moubray, which is being successfully used to light Naemoor House, the farm and estate buildings and the agent's house, and to supply electric energy for cooking purposes, heating hot-plates, kettles, laundry irons, and power for driving sawing machinery. The saving in expense by using water power is a matter to which all estate owners may well devote attention.



THE TURBINE HOUSE AT NAEMOOR.

A REDUCTION IN PRICE.

Some time ago it was mentioned in these columns that Radiation, Limited, an amalgamation of six of the largest British manufacturers of gas apparatus, had announced on its formation that its policy would be to produce the best and most efficient gas appliances at the lowest possible prices. The first part of the promise has already been redeemed, the production of new and better gas grates having been achieved and the results put on the market this winter. Now comes the welcome announcement of a substantial reduction in prices.

A HOLIDAY IN THE CANARY ISLANDS.

It is comforting to know that within three days from London you may be delighting in the turquoise blue seas and flower-scented terraces of Madeira and the Canary Islands. The fine twin-screw yachting steamer St. Margaret of Scotland sails from London every month, all of her passengers being accommodated in outside cabins and her public rooms being exceptionally well appointed. Particulars may be obtained from the R.M.S.P. Company, Atlantic House, Moorgate, E.C., or from the agencies.

THE PROTECTION OF OUTSIDE WOODWORK.

Everyone who has anything to do with the maintenance of buildings or fencings knows how necessary it is to protect the surface of all woodwork. Messrs. Sterns, Limited, makers of "Sternocarbol," maintain that it is not uncommon to find apparently sound timber rotten inside and that mere surface preservation is not sufficient. It is claimed that "Sternocarbol" when applied like a paint soaks into the interior of the wood, adding years to its life of usefulness, while also adequately protecting the surface from rain, hail and wind. Farmers may obtain samples and supplies from the makers at Royal London House, Finsbury Square, E.C.2, or from any farm implement dealers.

AN INCREASE IN DAYLIGHT.

The Londoner regards the many restaurants of Messrs. Lyons as a feature of his daily life, but is probably, in most cases, not aware of the reason why the rooms in them generally seem so remarkably light and airy. Directly Messrs. Lyons take over new premises—as, for instance, when the famous "Angel at Islington" became a tea-shop—Crittall metal-framed windows are installed at once. They give 25 per cent. more light, are draught-proof and rattle-proof, can be safely and easily cleaned, and the constant inconvenience and expense of the rope and pulley mechanism of wooden windows are also avoided.

Smart Knitted Frock

for present wear



Knitted Woollen Frock (as sketch) made of extra soft yarn with narrow stripes of artificial silk in a contrasting shade. Made in the new long waisted shape in a good range of well chosen colours.

Price **94/6**

Illustrated booklet of Coats and Skirts for present wear, post free on request

Harvey Nichols & Knightsbridge

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, S.W.1.



WONDERFUL VALUE IN PRINTED VOILE HAND-MADE

LINGERIE

This dainty and inexpensive Lingerie Set is an exact copy of one of the newest French models, and is designed expressly for the coming season and is made by our own workers from reliable quality materials, which will wash and wear well. At the same time the garments are extremely moderate in price.

NIGHTDRESS (as sketch), in dainty coloured floral voile, with Empire bodice and square neck, daintily trimmed with fine lace and hand veining. On white, pink, sky, yellow and mauve grounds, with dainty floral designs.

PRICE

25/9

Chemise to match - **18 9**
Knickers to match - **18 9**

Georgette and Lace Boudoir Cap to match all shades, finished with posy of flowers - **21 9**

SENT ON APPROVAL

Debenham & Freebody
(DEBENHAMS LIMITED)
Wigmore Street.
(Cavendish Square) London W



ATTRACTIVE NEW SPRING BLOUSE

MADE in our own workrooms from really high-grade materials by our own skilled workers, they follow the latest trend of fashion as expressed in the newest French models.

Write for Catalogue.

Attractive Spring BLOUSE, made in good quality crêpe de Chine with becoming frills edged crossway band of same material. In ivory, mauve, lemon, champagne, antelope, and black.

PRICE **21/9**

Also cotton Georgette, white only, 12/9.

Outsizes, 3/- extra.

EXCEPTIONAL VALUE IN TRAVELLING RUGS

Full size Irish wool Travelling Rugs, in 20 different attractive designs on various coloured grounds.

Weight about 3 lbs. **25/6**
" " 3½ " **30/-**

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W.1

Sent on approval.



By promoting baby's welfare Savory & Moore's Food is instrumental in bringing happiness to every member of the household in which it is used.

SAVORY & MOORE'S FOOD

You cannot do better than invest your money in a Hillman



11 *h.p. All-weather Two-seater.*

DISTINCTION, quality, power and reliability characterise the HILLMAN All-Weather Two-Seater. In it are combined all the individuality, beauty, power and distinction of more costly cars, with the economy of cost and upkeep of a light car.

It is an ideal car for dual motoring, with full accommodation for two extra passengers if desired. Roominess, comfort and accessibility are a marked feature, whilst the manner in which the car "keeps to the road" will be appreciated by the experienced driver.

A Hillman All-Weather Two-seater Owner writes :

"I should like to say that on a recent trip to Wales, with a heavy load of luggage and camp equipment, at least equal to two extra passengers behind, the car ran 500 miles on 15 galls., *i.e.*, 33 m.p.g. over some vile roads and many hills. On the straight and level run to Wales, she ran 36 miles to the gallon. Why buy a new model when the old one runs so well?"

11h.p. HILLMAN All-Weather Two-seater	£495
11 h.p. HILLMAN Four-seater Coupé	£630
11 h.p. HILLMAN Two-seater Coupé	£570
11 h.p. HILLMAN Four-seater Touring	£550

Specifications and full particulars from

THE HILLMAN MOTOR CAR CO. LTD.
COVENTRY.

Hillman

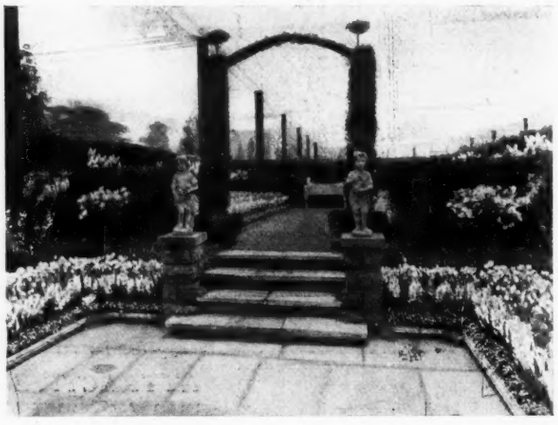
FOR REFERENCE

A NEW TYPE OF GAS COOKER.

MR. H. JAMES YATES, Chairman of Radiation, Limited, speaking at Birmingham last week, dealt with the great improvements that had been made in recent years in the production of gas apparatus. He pointed out that Radiation, Limited, spent many thousands of pounds a year in research and experimental work, and it was this research work that was the driving force in the gas stove industry. The latest result of this department of their labour would shortly be seen in the form of a new type of cooking stove which would greatly reduce the domestic fuel bill. Indeed, notwithstanding the fact that gas was not likely to become as cheap as it formerly was, this new Radiation cooker would enable food to be cooked at as low an actual cost for gas as was possible before the war. He appealed strongly for the better education of the working man in the interests of industry as a whole, and especially for education in elementary economies. In his own personal contact with workpeople for the past thirty years he had been impressed by the amount of native talent and intelligence among them, which had been, in a great measure, balked of attaining its full fruition and utility by the want of adequate education in economic subjects which they frequently unconsciously misrepresented to their fellow-workers.

A PRINCESS'S GARDEN.

Among the gardens designed by Royal ladies exhibited at the Ideal Home Exhibition, none has received higher praise than that carried out by Messrs. W. H. Gaze and Sons, Limited, of Kingston-on-Thames, designed by Princess Alice. It is approached under a pergola on which grow pink roses and mauve clematis, and beyond this, set in a paving of old pink and grey stone, is a lily pool with a particularly good coping of fluted and ribbon design, nearly two hundred years old, taken from an old-world garden in Middlesex. Mauve, blue and pink flowers, Wistaria sinensis, hydrangea, Prunus triloba, Begonia de la Reine, mauve Darwin tulips, and pale blue hyacinths, intermixed with Funkia Sieboldii, are the principal flowers. Here are two



LOOKING THROUGH THE YEW ARCH DOWN THE LONG WALK.

garden seats from which the beauty of the scene can be enjoyed. Beyond, a flight of steps, upon the piers of which stand two beautiful lead figures, leads under a yew arch to a grass walk at the end of which is an old stone seat flanked by clipped trees. On either side of this walk are borders of mauve and pink Darwin tulips, Copeland and Queen Elizabeth being the two used. Messrs. Gaze's other exhibits are one of their all-weather hard tennis courts, on a reduced scale, and a display of topiary trees.

A FIRE-ENGINE FOR ETON.

Everyone must appreciate the importance which attaches to efficient fire protection for the buildings of Eton College. In this connection it is interesting to note that the Eton Urban District Council has just ordered from Messrs. Merryweather a "Hatfield" motor fire-engine. It will be a 50 b.h.p. petrol-driven machine fitted with a reciprocating pump to deliver 350 gallons per minute, and will carry a 35ft. extension ladder besides hose and gear and, of course, its crew of firemen. Apparently the order was only given after the merits of many different makes of engine had been inspected, and the deduction would seem to be that, as far as any building can be preserved from fire, the safety of the various College buildings has been assured.

LIGHTING SYSTEMS FOR THE COUNTRY HOUSE.

A most attractive stand at the Ideal Home Exhibition is that of Messrs. Mann, Egerton and Co., Limited, the well known motor body builders and engineers of Norwich and London, whose long experience in electrical engineering constitutes them authorities on country house lighting. The exhibits include the "Electrolite" semi-automatic electric lighting set, run on paraffin, and the famous "Willett" petrol air-gas installation for lighting, cooking and heating, a self-contained and simple installation which yields a soft but brilliant light, as is shown by the stand, which is lit by the "Electrolite" and "Willett" systems. Ornamental fittings add to the attraction of the stall, where also, every sort of electric labour-saving device is on view.

A LECTURE BY MR. WALTER DE LA MARE.

A rare opportunity of combining enjoyment with philanthropy occurs on Thursday, March 23rd, when at 5.30 p.m. Mr. Walter de la Mare will give a lecture on "Life in Fiction" in aid of the Elizabeth Garrett Anderson Hospital, Euston Road, N.W.1 (King's Cross, Euston and St. Pancras stations), at the hospital. Tickets, which cost 5s. each, may be obtained from the Secretary.

NEW & ATTRACTIVE HATS
FOR EASTER WEAR



Mushroom Hat in Moire petersham.
In Black, Navy and Brown. Price **70/-**

This Hat is to be found in our Model Salon on the 1st floor.

Harvey Nichols of Knightsbridge

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, S.W.1.

CHILDREN'S CLOTHES

Many ladies experience the greatest difficulty in finding really attractive and well-cut clothes for their children. If in despair they decide to have them made specially to order, they find that their children's clothes are just-as expensive as their own, and moreover, in adapting a grown up model the effect is often absolutely spoilt. The Manageress of our Juvenile Department has made a lifelong study of this difficult problem, and has produced an infinite variety of clothes for children and young ladies in perfect taste, excellently cut from high grade materials on practical lines, at moderate prices.

CHILD'S FROCK (as sketch), in good quality cotton sponge cloth, in a variety of designs and colourings, simply made with bodice slightly pointed, and tied at sides with corded ends, finished collar and cuffs of muslin. In sizes 30, 32 and 34 inches.

	PRICE.
In size 30 inches . . .	45/-
,, 32 ,, . . .	48/-
,, 34 ,, . . .	51/-

Catalogue post free.

Debenham & Freebody
(DEBENHAM LIMITED)
Wigmore Street,
(Cavendish Square) London, W.1



SENT ON APPROVAL.

INEXPENSIVE
NEW SPRING TEAFROCKS
AT SPECIAL PRICES.

THE value of these Teafrocks is quite exceptional. They are made by our own skilled workers and they follow the latest trend of fashion as expressed in the newest French models.

WRITE FOR CATALOGUE.

"GRACE." Charming Old World Teafrock in good quality chiffon taffetas. The long bodice is lined silk, and has inset short sleeves and a full scalloped skirt which is daintily trimmed picot edged goffered silk. In a large range of colours and black.

SPECIAL PRICE
£5 17 6



(2) HAND-PAINTED CANDLE-SHADES with transparent fruit design in natural colours. Groundwork in following shades: Yellow, flame, brown, blue, rose and black. PRICE 4 6 each.



MARSHALL & SNELGROVE
ERE STREET AND OXFORD STREET
LONDON·W·1

SENT ON APPROVAL.



When a woman wants to look her best, she dons her latest "Tengol."

Made for English women by English tailors —"Tengol" Shirt Blouses come high in the estimation of women who appreciate luxury without extravagance.

Supplied in high-class Jap Silk, Crêpe-de-Chine, Spun Silk and Spun Crêpe-de-Chine—there's a "Tengol" to suit all tastes and every requirement.

Inquiries invited to:
Advertisement Dept., 9, Eastcheap, London, E.C.



"Tengol" BLOUSES

There is romance in Candle-light — a sense of comfort and homeliness that no other illuminant imparts — PRICE'S CANDLES

Motoring Economy the year round

GARGOYLE Mobiloils prices are substantially lower than those of last year. The price revision of March 1st was the fifth reduction made in twelve months.

THE economy of correct lubrication, however, is not a question of *price* per gallon. It is a matter of *miles* per gallon. Economy in car operation depends on the use of an oil which, in body and character, meets correctly the mechanical conditions of the engine.

To ascertain the correct grade for your car refer to the Chart of Recommendations at any garage. The Price List is also displayed by all motor dealers.

Gargoyle Mobiloils are sold by dealers everywhere

GARGOYLE REG? TRADE MARK.

Mobiloils

A grade for each type of motor

VACUUM OIL COMPANY, LTD.,
CAXTON HOUSE, WESTMINSTER, LONDON, S.W. 1.
Telegrams: "Vacuum, 'Phone, London." Telephone: Victoria 6620 (8 lines).



FOR EVERY ROOM IN THE HOUSE

THE ADVANTAGES OF RUBBER FLOORING NOW AVAILABLE TO ALL.

THE introduction of "Paraflor," the new rubber carpeting, has made it possible for practically everybody to enjoy the comfort, refinement, and economy of rubber flooring.

"Paraflor" is made in various colours, 48ins. wide, and in rolls of 100ft. length. Does not require expert laying, and will last a lifetime.

PARAFLOR REG? **RUBBER CARPETING**

s obtainable at the Leading House Furnishers
at 12/6 per square yard. 48 ins. wide

Sole Manufacturers:
THE NORTH BRITISH RUBBER CO., LTD.
EDINBURGH, LONDON AND BRANCHES.

NOTES for REFERENCE

THE QUESTION OF LAWN MOWING.

THE question of lawn mowing during the coming fine months is now an important one both to tennis and croquet enthusiasts and to the owners of grounds of any considerable size. In this connection the 18in. and 20in. light motor lawn-mowers made by Messrs. Ransomes, Sims and Jefferies, Limited, of Ipswich, should certainly be considered. They are ideal machines for grounds of medium size, and have been introduced to take the place of the two-men outfit on small sports grounds and private gardens. They are propelled, and the cutting knife is driven, by a petrol motor, the general construction is simple, and the controls for machine and motor are easily operated from the handles. These machines are suitable for dealing with the work on grounds of one to three acres in extent. The weight of the 18in. machine is 2cwt. 0qrs. 20lb., and the weight of the 20in. machine is 2cwt. 1qr. 6lb. Standard 18in. and 20in. "Patent Chain Automaton" lawn-mowers already in use can be converted into motor-driven machines. Carriages for transporting them from place to place can be supplied, and the fact that these machines are made by Messrs. Ransomes, Sims and Jefferies, Limited, the oldest firm in the lawn-mower trade, whose hand-power, horse, pony and donkey machines contain so many important improvements, is, together with their all-British manufacture, a fine guarantee of service. It is important to note that wearing parts of Ransomes' mowers can always be promptly renewed. Further particulars can be obtained on application to them.

THE IMPORTANCE OF WINDOW HANGINGS.

It has often been remarked that the windows of a house are like the eyes in a face, and the analogy is nearer than at first appears. We do not only look through our eyes, receiving our impressions from what they see, but other people, looking at them, largely form their opinion of our character. So it is with a house. Not only do windows of good proportions, where the curtains are tastefully arranged and the colour scheme is one of beauty, enhance the whole room behind them, but the outside of a house gains or loses all distinction from the effect of its windows. Messrs. Story and Co. of Kensington High Street, W., are specialists in the matter of window decorations. Curtains and furniture coverings have been their objects of study for many years, and nowhere are more beautiful fabrics to be seen than in their showrooms, and that at prices most reasonable when their originality and charm and the many processes entailed in bringing them to perfection are considered. They send an excellent assortment of patterns by post to intending customers, but it is better still to call, if possible, and see in their showrooms the wonderful exhibition of curtain schemes, showing the newest and most novel ideas and colours for window hangings, evolved for this coming summer.

A TRIBUTE TO BATH.

Bath, the loveliest of English cities, has had many a tribute paid to it, but few of them have so clearly in a comparatively few words expressed what Bath is as did Mr. Frederic Harrison's, when he spoke on the occasion of the Freedom of the City being conferred on him. His speech has been printed by the Municipal Publicity Department, with his permission, for it was felt that such an appreciation from so notable a man was worthy of preservation in some more permanent form. One of the singular charms of Bath is the fact that with all the conveniences of a city, all the beauties of its architecture and with all the attractions of a world-renowned spa it is still very obviously a city in the country. As Mr. Harrison said: "Those who try to adorn with trees and flowers their huge overgrown cities call these oases of greenery—*Rus in urbe*. The citizens of Bath have in countless gardens, parks and avenues, many a *Rus in urbe*. But, at the same time, their whole city is *Urbs in rure*. It is a city in the country—of the country."

THE GRAND NATIONAL CUP.

Among racing events an especial interest always seems to centre on the Grand National, the most thrilling race in English steeplechasing and one where many a famous horse has won a well-nigh romantic admiration from a wider public even than that which attends race-courses. The trophy which Music Hall won for his owner, Mr. Kershaw, last Friday, was made, as was last year's, by Messrs. Elkington and Co., Limited, of Liverpool and London. It is a very boldly designed vase, on which, beneath the curved handles appear sprays of laurel, while below are two layers of ornament, the stem of the vase being in the form of a group of beautiful classical figures which hold out wreaths of victory. It stands on a rosewood plinth and is a splendid souvenir of a well-won race.

SPRING AND SUMMER BULBS.

Messrs. Barr and Sons of 11, 12 and 13, King Street, Covent Garden, London, W.C.2, whose nurseries at Taplow, Bucks, are so well known, have issued a welcome and interesting catalogue of bulbs for spring planting which demands the garden lover's immediate attention. Full particulars of the best strains of many flowers which no garden is complete without are given here, and include anemones, begonias, dahlias, gladioli, lily of the valley, ranunculus, cannas, tigridias, tuberoses, Watsonias and spiræas.

THE WATERLOO MEMORIALS.

H.M. Queen Mary, on Tuesday, March 21st, graciously unveiled at Waterloo Station the London and South-Western Railway Memorial Arches and Tablets, H.M. the King being prevented by illness from performing the ceremony. Both the Memorial Arches, in cast-iron, with the cast bronze clock case and ornaments and also the cast bronze Tablets were carried out by the Birmingham Guild Limited, of Great Charles Street, Birmingham, who also carried out the wrought and cast-iron gateways to the platforms in the station.

CLUB FOR CAMPINE BREEDERS.

The Campine is rapidly gaining a high place in the esteem of poultry keepers and in the interests of the breed a club has been formed for its encouragement. Correspondence which appeared some time ago in COUNTRY LIFE called attention to the best points of this breed, famous for its everlasting laying and its beautiful appearance. Particulars of the Club can be obtained from the Hon. Secretary, Dallinghoo Hall, Wickham Market, Suffolk.

SWIMMING SUITS and WRAPPERS

We have now in stock a wonderful variety of smart Bathing and Swimming Suits copied from Paris models, and made by our own workers; also an interesting assortment of Beach Wrappers made from good quality towelling in a variety of colours.

SWIMMING SUIT (as sketch) in pure woollen stockinette trimmed with coloured braid and shoulder strap. In black and navy.

PRICE **29/6**

In pure Milanese silk, trimmed with contrasting shades. In black, jade, brown, navy, wine and brick - **45/9**

Swimming Cap of coloured rubber, with chin strap, to match all suits - **6/6**

Beach Wrapper (as sketch), in good quality towelling. In cerise, orange, jade, saxe, rose, yellow and pink, finished with long revers and cuffs of white and self colours - - - - - **35/9**

THE RAVAGES OF MOTH.
Store your Furs in our Freezing Chambers. Particulars of our new combined Fur Storage and Insurance against all and every risk sent post free on application.

Debenham & Freebody
Wigmore Street.
(Cavendish Square) London W.1



SENT ON APPROVAL.



Ask for "4711" (BLUE AND GOLD LABEL)
It is the *Original* and Guaranteed Pure—Full Strength—with the lasting Fragrance.

It Beautifies the Complexion
and no other Perfume is so Sweet and Refreshing on the Handkerchief.

A FEW DROPS of this absolutely pure and original "4711" in the washing basin daily, cleanse the pores of the skin and improve the complexion.

SOLD EVERYWHERE.

No. 4711. Eau de Cologne

INEXPENSIVE AND ATTRACTIVE
WAISTCOAT BLOUSE

MADE from high-grade materials by our own skilled workers. Perfect in style, finish and cut.

CATALOGUE POST FREE.

Attractive Waistcoat Blouse in good quality ivory satin, copy of an exclusive French model.

PRICE
29/6
Outsize, 3/- extra.

BLACK AND WHITE CANDLE SHADE, in silhouette design of dancing figures on parchment.



PRICE 1/- each.

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W.1



SENT ON APPROVAL.

Harvey Nichols of Knightsbridge

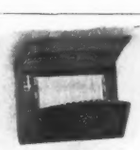


FASHIONABLE CORSETS

All our Corsets and Corset Belts are made on thoroughly scientific principles from high grade materials under the personal supervision of our highly skilled French Corsetière.

This Corset, made of good Silk Broche, Pink or White, is the latest creation, low in the bust and perfect fitting over the hips, 3 pairs suspenders, 20 to 34 inches.

45/9



VANITY CASE, in a large variety of rich brocades, fitted lip salve, mirror and puff case.
25/6, 29/6, 49/6

HARVEY NICHOLS & CO., Ltd., Knightsbridge, LONDON, S.W.1.



PURE SILK MILANESE UNDERWEAR

AT SPECIAL PRICES.

DURING the last few years Milanese Silk Underwear has been extremely fashionable. For the coming season, we have designed a number of attractive garments in Milanese, and shall sell them at prices very little in advance of those prevailing in pre-war days. Milanese Night-dress of exceptional value, finished plain hemstitching (as sketch).

PRICE

49/6

Vest to match - 15/9
Knickers - - 18/9
Cami-Knickers - 29/6

In pink, white, lemon, sky, black and mauve.

Write for Catalogue.

MARSHALL & SNELGROVE

VERE STREET AND OXFORD STREET

LONDON W 1

Sent on approval.



FASHIONABLE KNITTED WOOLLEN JUMPERS

Perfect fitting, attractive and becoming, and at the same time practical and useful. Especially designed for present wear.

KNITTED WOOLLEN JUMPER (as sketch), in an original all-over design, made exclusively for Debenham and Freebody from soft woollen yarn, light in weight and of good wearing quality. All white grounds with design in a variety of good colours.

PRICE **94/6**

WOOLLEN SCARF made in similar design and colourings

49/6

THIN WASHABLE SUÈDE GLOVES

(as sketch), without buttons, made from carefully selected leathers. In fawn, beaver and grey. A most perfect washable glove.

PRICE

12/9 per pair.



SENT ON APPROVAL

Debenham & Freebody

Wigmore Street, (Cavendish Square) London, W. 1

NOTED for REFERENCE

"MESSRS. BUSZARDS' SUPPLIED THE CAKE."

ONE has come to expect those words in any account of a society wedding or christening so confidently that any others come as quite a surprise. Messrs. Buszards, Limited, of 197, 199 and 201, Oxford Street, W.1, have been known for so long as makers of the loveliest of cakes—lovely both outside and inside—that it is small wonder that their name has become actually what is meant by the expression a "household word." Everyone is not perhaps quite so well aware that Messrs. Buszards' confections are just as available for small occasions—in fact, for everyday enjoyment—as for large functions, since packing and carriage are paid by them on all inland orders of over 10s. in value. A catalogue of their tempting wares will be sent to anyone interested on application to Messrs. Buszards' (Dept. C. L.), 197, Oxford Street, London.

HAND PRINTED SILKS.

No one who understands anything at all about materials hesitates to lay stress on the charm of hand-printed fabrics. Difficult as it may be to define, it is quite plainly evident, and in none more than in the Tyrian silks which Messrs. Liberty (Regent Street, W.1) are



IN TENDER BLUES, GREENS AND MAUVES ON A BEIGE GROUND.

printing at their own Merton Abbey Works. The design illustrated here is one of about a hundred which will be sent for inspection at the request of readers of COUNTRY LIFE. For summer dresses with a note of real exclusiveness nothing could well be happier.

"OLD DRURY" TO-DAY.

Drury Lane Theatre has a place of its own in public affection; its history is often a part of national history, and a flavour of romance clings to it which is something more than the inevitable glamour of the stage. The present building, the fourth Theatre Royal, Drury Lane, was opened in 1812, Benjamin Wyatt being its architect; and Kean, Macready, Samuel Phelps and Henry Irving are among the great actors who have appeared upon its stage. Both its age and its associations have endeared it to us, but it must be confessed that, in spite of its splendid size and excellent features, the building has not in recent years proved wholly satisfactory either as to comfort or beauty. A new era in its history commenced a little while ago when the theatre reopened and the effect of its entire redecoration entrusted to Messrs. Hampton and Sons (Pall Mall East, S.W.1) could be appreciated. Carried out in the style of the First Empire, which is in full harmony with the lines of the building, the new decorations are worthy of the place Drury Lane holds in public esteem. A peculiarly beautiful Chinese petunia shade which appears in all the carpeting dominates the colour scheme, relieved with pearl grey, Italian pink and Wedgwood blue, metalwork being chiefly of bronze gilt. The tableaux curtain and box curtains are of Chinese yellow velvet expressly woven for this purpose, and even in the cheapest parts of the house comfortable armchairs are provided. Messrs. Merryweather and Sons who built the fireproof curtain, one of the largest in the world, which saved the auditorium from destruction in the fire of 1908, have now enlarged and rebuilt it.

THE LONDON ASSURANCE.

The new address of this well known corporation is No. 1, King William Street, E.C., a stone's throw from the Mansion House.

HOW TO HANG CURTAINS.

In these days of casement curtains, when for all save the largest windows full-length draperies with their own massive rods and rings no longer reign supreme, the problem of curtain hanging is no unimportant one. Cords sag with an unendurable effect, rods pushed into a hem are apt to stick and prove difficult to manage, and rods and rings are little better. The Challenge Curtain Runner is the newest and best solution of the difficulty. It consists of a thin strong brass rail, along which the patent runners, which grip the curtain, slide at a touch. They can be bent to fit any angle, and the amateur carpenter will find himself, or herself, quite able to cope with the task of putting them up. The Challenge Curtain Runner is sold at a very reasonable price by Messrs. Chalco, Limited, 127, Aldersgate Street, E.C.1, from whom further particulars can be obtained.

RACE & FÊTE HATS



SMART HAT (as sketch) with crown of fine black pedal straw, and large transparent brim of black tulle worked with a separate underbrim of white organdi.

PRICE
6½ Gns.

DEBENHAM
AND
FREEBODY

Wigmore Street, Cavendish Square, London, W. 1.

Harvey Nichols of Knightsbridge

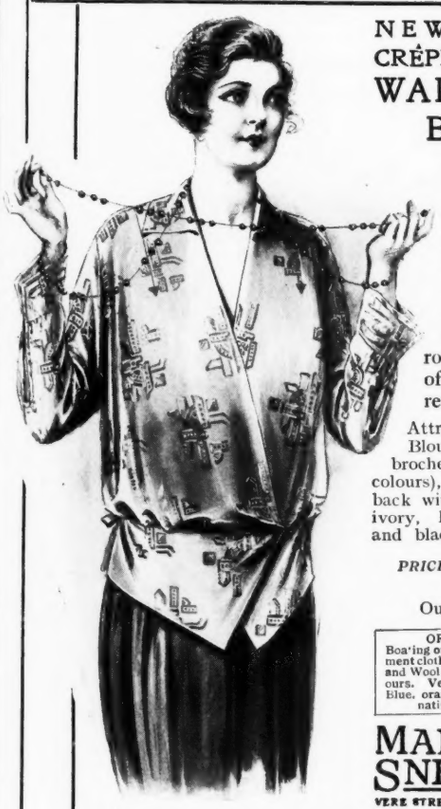


RACE GOWN

Smart Gown for race meetings, etc., adapted from one of our Paris models in heavy weight Georgette, the long-waisted bodice finely tucked and the skirt also tucked down sides and finished with floating ends of own Georgette, the belt is carried out in crocheted silk to tone and sewn with bugles dyed to match. In black, navy, beige, grey and mole.

Price 12½ Gns.

HARVEY NICHOLS & CO. LTD.
Knightsbridge, London, S.W.



NEW BROCHE
CRÊPE DE CHINE
WAISTCOAT
BLOUSE

WE have now in stock a large variety of new Waistcoat Blouses, copies of French models, made in our own workrooms from materials of our well-known reliable quality.

Attractive Waistcoat Blouse, made in rich broche crêpe de Chine (self colours), fullness held in at back with narrow belt. In ivory, lemon, champagne, and black.

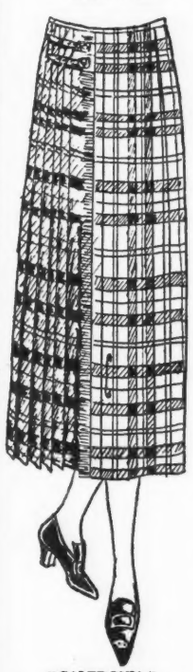
PRICE 49/6

Outsize 3/- extra.

ORIGINAL DESIGN
Boating or Garden Cushions in basement cloth. 22 inches square. Cloth and Wool Appliqués in natural colours. Very bright and effective. Blue, orange and yellow predominating. Price 19/6 each.

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W 1

TAILORED SKIRTS
IN
HIGHLAND HOMESPUNS AND CLAN TARTANS



"CALEDONIA."
Man-tailored Skirt in a large variety of leading Clan Tartans. This Skirt is adaptable for sports or general wear, and is an exact copy of the Officer's Kilt as sketched in McPherson Tartan. Also in Princess Mary Tartan.
6 Guineas.

McDONALDS' famous Scotch tailored Sports Skirts are essentially different from all others—novel materials in smart sporting effects, style originality, unusual line, perfect balance, superbly tailored.

A McDONALD Skirt is to be found in the best society everywhere.

Uncommon designs in Sporting Harris Tweeds for Costumes and Men's Suits, from **76** per yard.

Booklet of New Designs on request. Measure Forms and Patterns on approval.

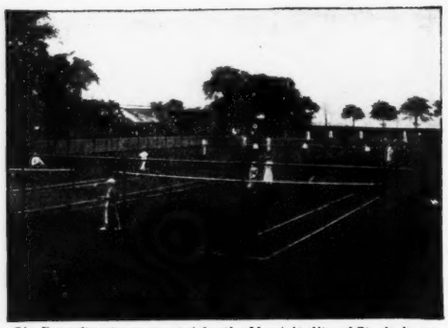
EVERYTHING IN CLAN TARTANS

Sports Hose to correspond with Skirts and typical Brogue Shoes in all sizes.

Real Antelope Buckle Brogues for Golfing, in Nigger, Fawn, and Grey, **63/-**

McDonalds, Ltd.
21-31, Buchanan St., GLASGOW
Telegrams: "CHIEFTAINS," GLASGOW.
Also at 10a, 12 and 14, JAMES ST., HARROGATE.

Dura Tennis Courts



Six Dura Courts constructed for the Municipality of St. Andrews.

TENNIS COURTS
AND
BOWLING GREENS
CONSTRUCTED OR RE-MADE
IN ANY PART OF BRITAIN.

BEST MATERIALS, SUPERIOR WORKMANSHIP.

2,000 Contracts completed satisfactorily
in England and Scotland.

Enquiries Solicited. Estimates and Designs Submitted.

MAXWELL M. HART
162, BUCHANAN STREET, GLASGOW.

Descriptive Catalogue on Application.

The ATCO MOTOR MOWER

REDUCES LAWN UPKEEP BY 75% AND PAYS FOR ITSELF IN A YEAR

It does more work, faster, better and cheaper than a horse can possibly do it. It costs less than 2d. per thousand square yards to operate, and when it isn't working for you the "ATCO" costs nothing to keep.



This free booklet tells how the "ATCO" reduces lawn upkeep by 75% and pays for itself in a year.

Send for it to-day—IT'S FREE.

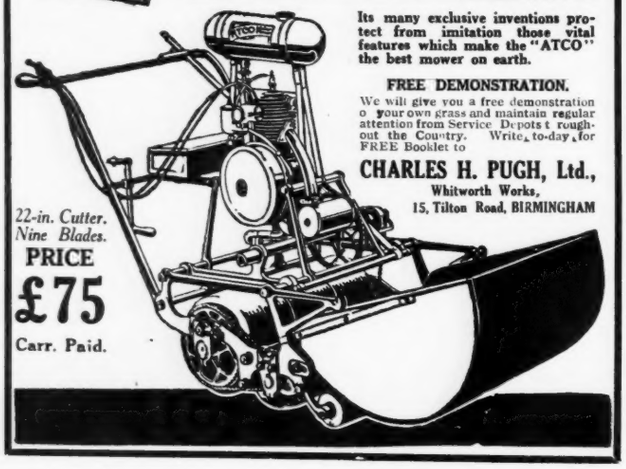
TESTIMONY THAT COUNTS

Ampleforth College, Malton.

"Dear Sirs,
You may like to know that the 'ATCO' is going 'great guns' and giving no trouble at all. It has done an immense amount of work, as my other large motor mower of another make has been on strike. The 'ATCO' has kept 9 acres of cricket fields in order, and has reduced the work of my groundsman considerably."

Yours faithfully,
W. S. LAMBERT,
Principal.

Over 2,000 "ATCOS" are in use



Its many exclusive inventions protect from imitation those vital features which make the "ATCO" the best mower on earth.

FREE DEMONSTRATION.

We will give you a free demonstration on your own grass and maintain regular attention from Service Depots throughout the Country. Write to-day for FREE Booklet to

CHARLES H. PUGH, Ltd.,
Whitworth Works,
15, Tilton Road, BIRMINGHAM

22-in. Cutter.
Nine Blades.
PRICE
£75
Carr. Paid.

FOR REFERENCE

FOR REFRESHING SLEEP.

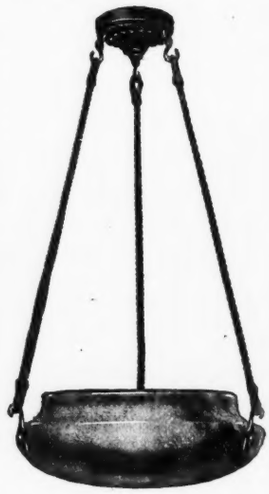
CONSIDERING the large proportion of the ordinary person's time which is spent in bed, the attention given to the question of hygienic and comfortable arrangements for sleeping is extraordinarily small; but most people nowadays are alive to the importance of sleeping in an absolutely healthy attitude, and to the fact that no better means of achieving this has been found than the famous Staples mattress, made by Messrs. Staples, of Chitty Street, London, W.1, and sold by all the best furniture providers. The Staples bed is a very simple and healthy article, comprising only three pieces—head, foot and mattress, the mattress, of course, being the crux of the whole arrangement, because the vertical springs of which it is constructed work independently of each other and give equal support to the body at all points. A Staples mattress is constructed so that it cannot possibly sag, they are recommended by many doctors for insomnia, and have been installed on the S.S. Majestic. Special Staples mattresses, made in a wood frame, can be supplied for use on existing bedsteads.

THE ROYAL MAIL STEAM PACKET COMPANY.

The annual report of the Court of Directors of the Royal Mail Steam Packet Company for the eighty-third year of incorporation shows a satisfactory state of affairs, in spite of the fact that the limitation of immigration into the United States imposed by the Government of that country has necessarily curtailed the west-bound carryings of the service between Hamburg, Southampton, Cherbourg and New York. Trade with the North Pacific ports of the United States and Canada, conducted in association with the Holland–America line, is developing satisfactorily, and the pleasure cruises to Norway are to be continued during the coming season. The Court recommended the payment of a balance dividend, less income tax, of 4 per cent. on ordinary stock, making a total of 6 per cent. for the year, and leaving £103,927 to be carried forward.

A REDUCTION IN PRICE.

Reductions in prices are rare enough and pleasant enough to be worth attention, and the popularity, well deserved as it is, of electric light makes particularly interesting the fact that Messrs. Girdlestone and Co. of 3, Davies Street, Berkeley Square, W., have brought down the cost of many of the electrical and labour-saving articles for which they are well known, by as much as 10 per cent. The fitting illustrated here, with its plain and graceful lines and complete absence of tiresome and ineffective ornament, is exactly what it should be, fulfilling its purpose without attracting the attention to inessential details. This is only one of many to be seen at Messrs. Girdlestone's showrooms, a visit to which will very well repay intending purchasers.



A SIMPLE YET ELEGANT DESIGN.

A CORRECTION.

In the Cider article on page cxxxii of our Summer Number we unfortunately omitted to give full particulars of the prices at which "Golden Pippin" is obtainable. The concluding paragraph should have read: "Golden Pippin" is obtainable from wine merchants and licensed grocers, or the makers will send a sample case of one dozen reputed quarts and two dozen reputed pints, duty free and carriage paid in England and Wales, for 42s. including bottles and case; or a nine-gallon cask for 40s. 6d. Off the latter price 15s. is allowed for the cask when returned. Write to Messrs. William Evans and Co., Limited, Widemarsh, Hereford; or to the London Agents, Messrs. Watson and Johnson, 14, Billiter Street, E.C.3.

AN AIRMAN'S FISHING ROD.

No one who knows the excellence of the goods offered by Messrs. Hardy Brothers, Limited, of Alnwick, will be surprised to hear that Major Wildred Blake is carrying a Hardy outfit on his attempt at a flight round the world. As he writes in a letter to the makers *à propos* of the fishing tackle supplied: "I may say that for considerable periods we may have to depend almost entirely upon what we catch for our food, so you will understand that we could not afford to take anything with us which was not absolutely the best of its kind."

THE AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

A very considerable amount of new business is recorded in the seventy-third annual report of the Australian Mutual Provident Society, both their industrial department and their ordinary department showing very pleasant figures. Out of the surplus remaining in the Ordinary Department £1,489,752 19s. 3d. is to be allotted for distribution among members, and in the Industrial Department £48,616.

EARL HAIG AND LIFE ASSURANCE.

It will interest many people to know that Field-Marshal the Right Hon. Earl Haig has joined the Board of Directors of the Standard Life Assurance Company.

A CHANGE OF ADDRESS.

The many people who have discovered the usefulness of that capital invention the "Monarch" trap should note a change of address on the part of the manufacturers. The "Monarch" trap can now be obtained from Messrs. Stone Brothers at their new and more convenient premises at 22, Chapel Street, Edgware Road, N.W.1.

ALLEN'S FADELESS
Durobelle
THE ORIGINAL PERMANENT DYE

'the fabrics of a hundred uses.'



SUNNY CASEMENTS brought the wonderful Durobelle dye its early renown. The years of its proven permanence of colour have discovered and developed an infinite variety of uses, for each of which there is to-day a Durobelle material just right in texture, attractive in price, unrivalled in beauty of tint and design.

¶ Remember Allen's guarantee to replace free any length of Durobelle that fades, either through washing or exposure, and think of the many purposes in *your* home for which these unique fabrics ought to be chosen.

Here are just a few Durobelle textures —write for patterns TO-DAY

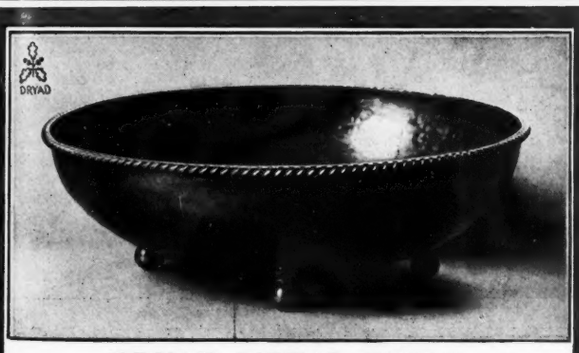
Durobelle Plain Casement Cloths in cream, tussore and a number of exquisite art shades. Closely woven and soft finish. 31 ins. wide, **1/9½** to **3/11½**; 50 ins. wide, **2 11½** to **8/4½** per yard.

Durobelle Bolton Sheetings, in cream and nine beautiful colours. Suitable for curtains, loose covers, cushions, etc. 50 ins. wide, **3/11½** to **6/11½** per yard.

Durobelle Damasks in various (self) trellis and floral designs. Silky in finish and will drape gracefully. 50 ins. wide, **4/11** to **8/11** per yard.

Durobelle Tapestries. Delightful examples of classic and floral designs in rich (mixed) colourings, for hangings and upholstery. 50 ins. wide, **12/9** to **27/6** per yard. Also Durobelle Reps, Poplins, Satins, Canvas and Corded Cloths, Coloured Muslins, etc.

J. J. Allen
Dept. C., BOURNEMOUTH
London Showrooms: 188, Sloane St. S.W.
Home and Overseas Post Orders or enquiries direct to Bournemouth.



DRYAD METAL WORK
Hand-beaten Bronze Bowl for Flowers, Fruit, or Nuts
9 in. diam. £1 8 0. Carr. pd. in United Kingdom.
Other designs on application. Dryad Works, 10 Dept., Leicester



F. OSBORNE & CO. LTD.
HAND-WROUGHT
METAL FLOWER VASES & CHURCH METAL WORK
Send for List R6.

MEMORIAL TABLETS
Send for List 8.
Design and Craftsmanship of the highest order.
27, EASTCASTLE STREET
Oxford St., LONDON, W. 1



"STUDINGTON"



GENUINE SALE
OF
"STUDINGTON" COATS

25% discount will be taken off marked prices on all "ready-to-wear" Coats and Costumes during the month of January.

Each garment is marked in plain figures, and 5/- in every £ is deducted from the bill.

This is an opportunity to secure genuine tailor-made garments at a nominal price and occurs once a year only.

"Studington" hand-tailored Coats keep their perfect shape to the end.

January 2nd to 28th only.

STUDD & MILLINGTON LIMITED
MAKERS OF GOOD CLOTHES
51, CONDUIT STREET, BOND STREET, W.
67-69, CHANCERY LANE, LONDON, W.C.

"... The Electric light is beautiful. It is really beautifully done. All work is very well done indeed. It is working very well!"
(*Extract from a Client's Letter.*)

ESTIMATES FOR
COUNTRY HOUSE
LIGHTING
ON APPLICATION.
ITALIAN ART INDUSTRIES
16, PONT STREET, LONDON, S.W.1.



Switch on "Ediswan"

THE best hours of your life are spent in the light of home lamps. Be sure that these lamps are the best that you can buy, for the better light they give, the greater your comfort and convenience; the more efficient they are, the lighter your bills will be.

Ask for Royal "Ediswan" Lamps by name, and look for the mark of the Royal warrant on the bulb. It is your protection.

From all Electrical Contractors, Ironmongers and Stores.

Made by the
EDISON SWAN ELECTRIC COMPANY, LIMITED
Ponder's End, Middlesex.

Fully licensed under Patents Nos. 23499/09, 10918/13, and others.

"ROYAL"
EDISWAN
GASFILLED AND VACUUM
ELECTRIC LAMPS

D 1025



"SPEIRSESQUE" BUILDINGS FOR STRENGTH

IN storm or shine, heat or cold, summer or winter, "Speirsesque" Buildings are reliable, strong and satisfactory. Easily erected and easily the cheapest, they are comfortable, convenient and artistic. Send for catalogue and estimates for your Bungalow, Hall, Sports Pavilion or School.

NOTE.—The Speirs Dry Closet is simple, strong, efficient and won't go out of order.

SPEIRS, LIMITED
134, BLYTHSWOOD SQUARE
GLASGOW

Furnishing the House

By R. RANDAL PHILLIPS and ELLEN WOOLRICH

Editors of "Our Homes and Gardens."

With nearly 150 *illustrations, from fine photographs.*
Quarto. Price **10s. 6d.** *(postage* 1/- *extra).*

THIS book brings under review the furnishing of all the rooms of the house, from basement to attic. It offers practical advice as to what are considered to be the most satisfactory treatments and gives a wealth of examples of rooms actually carried out — so much more convincing than drawings of projected schemes.



The book shows how, in the furnishing of the house, comfort and convenience can be combined with the character that belongs to good furniture of the past and of the present. It is essentially practical in character, and most helpful for the many suggestions contained in its pages.

An illustrated prospectus will be sent post free on application to the Publisher, "Country Life," Ltd., 20, Tavistock Street, Covent Garden, London, W.C. 2

MATTERS of the MOMENT

THE SCIENCE OF LIGHTING

IT was Robert Louis Stevenson who spoke of the light falling so poorly and badly on the objects in a room as to make it appear mean and miserable. Most people have not realised the importance not only of the question of light, but of its position and quality. Most interesting to the owner of a house, large or small, must be the book, "Electricity Applied to Light and Power," issued by Messrs. Drake and Gorham, Limited, 36, Grosvenor Gardens, Westminster, S.W.1, and of Manchester and Glasgow. The question of illumination is one of those to which so far the attention of the public has not been fully directed. People spend time and money in considering colour schemes for their houses and collecting beautiful old furniture and fine paintings, but they do not show, on the whole, a similar discrimination in deciding the illumination of the rooms in which they are displayed. As a matter of fact, the science of lighting is a matter almost beyond the province of anyone who has not given it special study, and for that reason it is well to call in the services of such experts as Messrs. Drake and Gorham, who know what can be done, how it can be done, and what the effect will be. Quite considerable space is occupied in Messrs. Drake and Gorham's booklet by testimonials from satisfied customers, some of whom write that electric lighting installed thirty years ago has efficiently stood the strain of so long a period of work. Though there is a very long list of country houses, churches, etc. (including Windsor Castle, Chatsworth, Powis Castle, Balliol College, Oxford, and Manchester Cathedral), in which Messrs. Drake and Gorham have carried out the installation, they are equally well equipped for doing such work in small houses. All work is guaranteed.

OF INTEREST TO THE COUNTRY WOMAN

Country readers must feel a particular interest in the Half-price Sale taking place at Elvery's, Limited, 31, Conduit Street, W. Waterproof coats, hats, shoes—in fact, all those sturdy sportsmanlike garments which the countrywoman rejoices in and which must be perfect in tailoring and material if they are to be successful—are included in Messrs. Elvery's Sale, and offer a splendid opportunity of acquiring the very best at half the usual price Light-weight raincoats in all-wool gabardine in a great variety of colours are offered at 59s. 6d.; and "West of England" country coats, a speciality of the firm, are reduced to 4 guineas. Another thing which makes this indeed the country reader's sale is the fact that Messrs. Elvery willingly send articles on approval on receipt of the usual trade reference.

THE LEAGUE OF MERCY BALL

The grand ball in aid of the East St. Marylebone District of the League of Mercy, postponed owing to the Coal Strike last spring, will be held at the Hyde Park Hotel on January 20th under the direct patronage of the Princess Royal, Princess Helena Victoria and Princess Marie Louise. Tickets may be obtained from the Hon. Secretary, Hyde Park Dance Club, 222, Strand, W.C.2.

AN ADDRESS TO NOTE

Messrs. Murphy and Orr, Limited, of Belfast, issue two interesting sheets, one giving the price of table-cloths, sheets, pillow cases, towels, and other wares in Irish linen, and the other, which is illustrated, dealing with embroidered and hemstitched articles and articles of Irish lace. Hand-embroidered afternoon tea-cloths of delightful design are offered at 45s. each, 36ins. square; 70s. each, 45ins.; and 95s. each, 54ins. Hand-embroidered tray-cloths, 16ins. by 24ins., at 12s.; and 18ins. by 27ins., at 14s. 6d., are certainly very cheap, for they are pure linen, as is the hand-embroidered oval table centre which, at 14ins. by 20ins., costs 13s. 6d.; and 16ins. by 24ins., 16s. Scalloped embroidered linen tea napkins, 12ins. square, cost 15s. the half-dozen. Linen nightdress cases in the same work and material are offered at 14s. 6d.; doilies in Irish crochet at 3s. each, or in Irish netting or tatting at 2s. 9d. should be noted, and among the articles not for household use a really lovely sailor collar in Irish crochet at 24s. is worthy of remark. It should interest many women to know that Messrs. Murphy and Orr specialise in mounting ladies' own crochet on fine linen, the price being quoted on receipt of lace.

ROYAL HORTICULTURAL SOCIETY'S GREAT AUTUMN SHOW, 192

The Council of the Royal Horticultural Society has abandoned the idea of holding a meeting in the grounds of Holland House in July, 1922, but has decided to hold a Great Autumn Meeting in the first week of October in the Holland Park Skating Rink. The exhibition will open on Tuesday, October 3rd, and remain open for four days.

"THE AMATEUR'S GUIDE TO HORTICULTURE"

Regular customers of Messrs. Sutton, Proprietors of the Royal Seed Establishment, Reading, England, will shortly receive, if they have not done so already, copies of the sixty-second issue of "The Amateur's Guide to Horticulture and General Garden Seed Catalogue" for 1922. It may also be obtained, post free, from Reading by anyone interested in horticulture. It is a most useful production. To the breeding of seedling potatoes Messrs. Sutton have long paid particular attention, and they are now placing on the market a new variety, "Dunvegan," which should prove one of the most valuable varieties we have. The latter part of the book is devoted to flower seeds, and the beautiful illustrations both in colour and in black and white make the book, as well as being of the utmost use, a delight to every garden lover.

WHERE TO SEND HELP

Through an oversight the address of the Moral Care and Welfare Hostel of the Y.W.C.A. was omitted in their advertisement in our Christmas Number. Anyone wishing to send donations to help these girls in their difficulties should address them direct to Mrs. Cyril Smithett, Y.W.C.A. London Division, 26, George Street, Hanover Square, W.1.

GIVE YOUR BOY A GOOD EDUCATION

EDUCATION, like most other things, will cost more owing to the War, especially the final years which are so necessary to fit a boy for success in life. Parents should take thought for the future and ensure the best education for their sons by means of

A "Public Schools" Policy

with

THE STANDARD LIFE ASSURANCE COMPANY

PRINCIPAL FEATURES.

(1) £100 a year for 5 years guaranteed when the boy attains 14, 15, or 16, or such age as may be desired.

(2) *Immediate* payment of the same in the event of the father's death, or alternatively,

(3) A large guaranteed sum down, and other options.

(4) Return of all premiums paid in the event of the child dying first.

WRITE FOR EXPLANATORY LEAFLET A 3.

THE STANDARD LIFE ASSURANCE COMPANY

Established 1825

HEAD OFFICE: 3, George Street, Edinburgh.

LONDON: 110, CANNON ST., E.C. 4, and 15A, PALL MALL, S.W.1.

DUBLIN: 59, DAWSON STREET.

A WONDERFUL RECORD OF THE

CANADA LIFE

Assurance Company

Outstanding Features of Report for 1921:—

Business in Force	£65,771,940	Increase £8,922,511
Total New Business Paid for in year	£12,752,634	Increase £3,781,287
Business Completed in the United Kingdom	£1,325,000	
Assets	£16,458,541	Increase £1,230,677
Surplus Earned during Year	£534,305	After meeting all Depreciation

This is the largest Surplus in the history of the Company, and shows an increase over **1920** of **£89,917**, and over **1919** of **£148,588.**

The rate of Interest earned during the year was 6 per cent.

The Company has not only maintained, but increased, the bonuses to Policyholders since 1914, and at 31st December, 1921, carried forward an undivided Surplus of £1,492,807.

The Company issues most liberal Policy and Annuity Contracts, and fullest particulars will be furnished on application to the nearest Branch Office, or to the Head Office:—

15, King Street, Cheapside, London, E.C. 2

J. R. WANDLESS, F.I.A. - - - MANAGER

SMART COATS AND WRAPS FOR PRESENT WEAR

ADAPTED from new Paris models, a special feature of which is the combination of silk and woollen materials. These Coats are so attractively cut and daintily finished that they are suitable for almost any occasion.

Attractive Coat in fine quality navy or black gabardine, with loose blouse top in rich quality black satin. Half lined silk.

PRICE 9½ *GNS.*



Fine Black Silk Stockings, Cotton Feet and Tops. Sizes 9 and 9½ only. Per Pair **6/6**

MARSHALL & SNELGROVE

VERE STREET AND OXFORD STREET

LONDON W1



A Permanent and Beautiful Finish

for interior or exterior work. Ripolin enamel-paint is known everywhere for its extremely beautiful decorative appearance & its supreme lasting qualities. Specify Ripolin for your decorations it is easiest to use & lasts longest.

RIPOLIN

Enamel-Paints

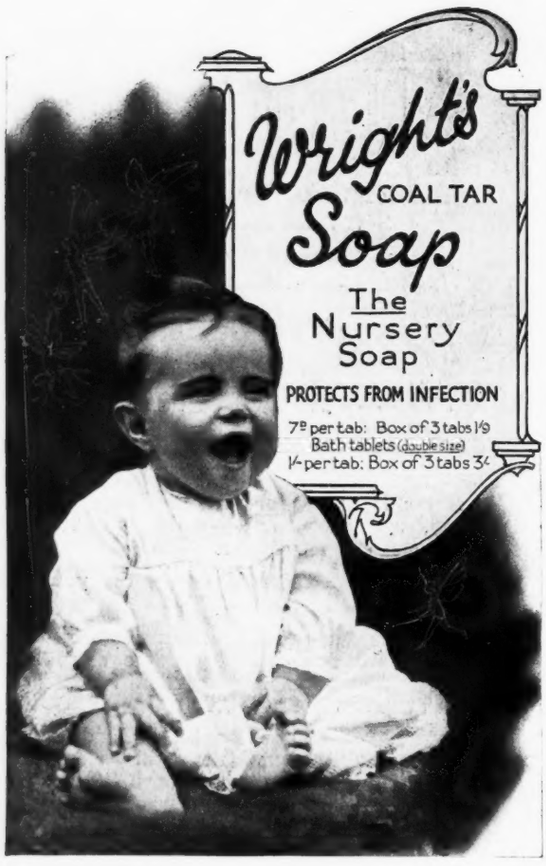
Gloss and Flat

Refuse cheap substitutes

Ripolin was used at Chesterfield House

RIPOLIN, LIMITED,

8-9, Drury Lane, London . . W.C.2





10 for 10½d
20 for 1/9
50 for 4/3
100 for 8/-

Cigarette Perfection

The Tobaccos from which "Perfectos" are made are of the highest grade Virginia.

There is no better Cigarette.

PLAYER'S
'PERFECTOS' No 2
Virginia Cigarettes

"PERFECTOS FINOS" are a larger cigarette of the same quality

JOHN PLAYER & SONS NOTTINGHAM.

Branch of The Imperial Tobacco Co. (of Great Britain and Ireland), Ltd.

P.962.

TOPICS OF TO-DAY

A FISHING ROD FOR PRINCESS MARY.

PRINCESS MARY, whose interest in sport of many sorts has always endeared her to the nation, has accepted a wedding present of a light fishing rod from Messrs. Hardy Brothers of Alnwick. It is one of the firm's "De Luxe" trout fly rods, 9ft. 6ins. long, made from Hardy's registered "Palakona" split bamboo, in three joints, with two tops, fitted with cork handle patent screw grip winch holder, Hardy's patent bridge rings and agate butt and end rings, weight 6¼ ozs. The reel is a "St. George" fly reel, 3ins., made from special aluminium alloy

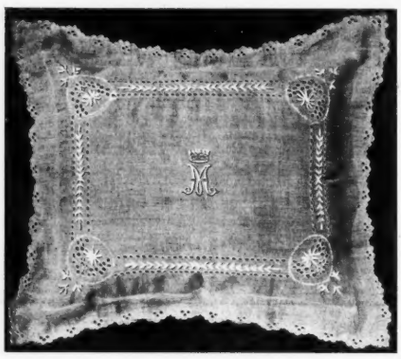


THE OAK CASE WITH SILVER INITIAL.

with patent compensating check and spare duplicate parts carried in the reel. It is contained in an oak case lined with purple velvet, with the Princess' initial M surmounted by a crown engraved on a silver plate. This is also on the metal handle fittings of the rod.

THE REVIVAL OF TRADE.

A welcome sign of the revival taking place in trade is the fact that Messrs. Ruston and Hornsby, Limited, of Lincoln, have secured an important contract from the Government of South Africa for thirty-eight heavy oil engines to be supplied to the South African Railways and Harbours Department for driving grain elevators and for electric lighting purposes in different parts of the country. The order, which is understood to be for approximately 2,500 b.h.p., was secured after very severe competition.



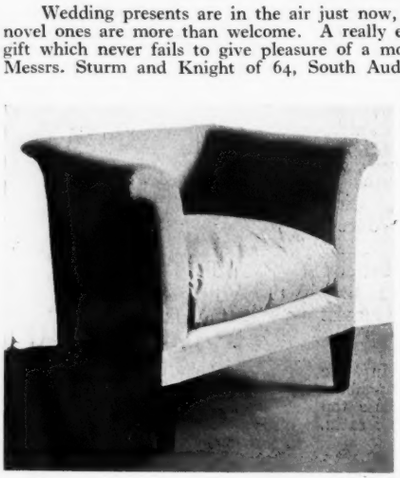
ORDERED BY THE ROYAL BRIDE.

A CUSHION COVER FOR THE ROYAL TROUSSEAU.

Among the many articles in connection with Princess Mary's wedding ordered from Messrs. Robinson and Cleaver of 156, Regent Street, W1, are included some remarkably beautiful lingerie cushion covers, one of which we are reproducing here.

EXCELLENCE IN ARMCHAIRS.

Wedding presents are in the air just now, and suggestions as to novel ones are more than welcome. A really excellent armchair is a gift which never fails to give pleasure of a most lasting description. Messrs. Sturm and Knight of 64, South Audley Street, Grosvenor Square, W., who are well known for their lovely cretonnes and furnishing fabrics, are specialists in the making of armchairs, and among the countless designs to be seen in their showrooms are some to suit every taste. The "Wilton" model illustrated is one of the most generally popular designs, and another charming speciality is the bridge chair (the "Atout") which they have created, a perfectly comfortable upright chair with low arms and of an elegant and uncommon shape. A set of four of these makes a most distinctive present for people who are among the great army of bridge players.



THE "WILTON" ARMCHAIR.
One of many fine designs at Messrs. Sturm and Knight's.

THE HYDE PARK DANCE CLUB.

At the Hyde Park Hotel, on Friday, April 28th, the Hyde Park Dance Club intend to hold their third Anniversary Ball, from 10 p.m to 4 a.m. It will be open to non-members, and fancy dress is optional Single tickets, including breakfast, cost £1 1s., and double tickets £1 11s. 6d. They may be obtained from the Hon. Secretary, Mr. E. R. B. Graham, 222, Strand, W.C., or the Manager of the Hyde Park Hotel.

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in March Good Housekeeping.

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Practical Help *in* running your Home

The Home Management section, conducted by Mary Penfold (First-Class Diploma, London), is full of practical and interesting suggestions. Don't miss the splendid article which tells you how to plan a Spring Cleaning campaign in—
March Good Housekeeping.

New Ideas *for* Dainty Dishes

The Cookery Department of "Good Housekeeping" is conducted by Florence B. Jack, First-Class Diploma, Edinburgh. All recipes given are first tested in our own Model Kitchen, and you cannot help succeeding with them if you follow the directions in—
March Good Housekeeping.

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Inivory, champagne, black, lemon and mastic.

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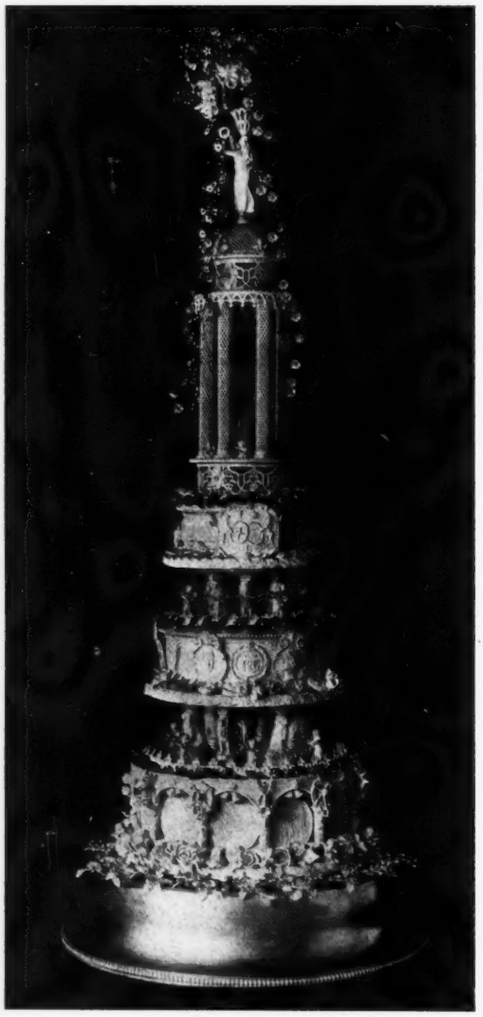
MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W1

SENT ON APPROVAL.

TOPICS OF THE DAY

A BRIDE CAKE FOR THE ROYAL WEDDING.

PRINCESS MARY, an exception among brides in many things, is unique in that she has had several wedding cakes instead of the one which is the portion of brides who are not princesses. Not one among them excels in beauty of design and perfection of decoration the beautiful cake illustrated here and presented by Messrs. Alfred Hughes and Sons, Limited, of Birmingham. Our illustration shows that it is built up in three complete tiers, the lowest one of which is decorated with twelve archways, within each of which is a plaque representing some form of British sport. A group of six lions supports the middle tier, which carries emblems representative of the Empire, a design of roses, thistles and daffodils at the bottom of the border, and above it an edging of shamrock and orange leaves for the Irish Free States. Scenes modelled around this tier represent the Self-Governing Dominions, and centrally placed are portraits of the bride and bridegroom with their combined monogram. A chain of orange blossoms surrounds the top border. In a bower, resting on the lower tier, are a group of Cupids linked together by a light chain of blossoms. Lions support the third tier, which is decorated with a frieze of Cupids at play; and on this cake are modelled the Royal Arms and also the united Arms of the bride and bridegroom with their supporters. Sweet pea blossoms decorate the top of this cake, which is crowned by an Indian Temple of Peace. A figure, beautifully representing the Angel of Peace, completes



A BEAUTIFUL CAKE PRESENTED TO THE ROYAL BRIDE AND HER BRIDEGROOM.

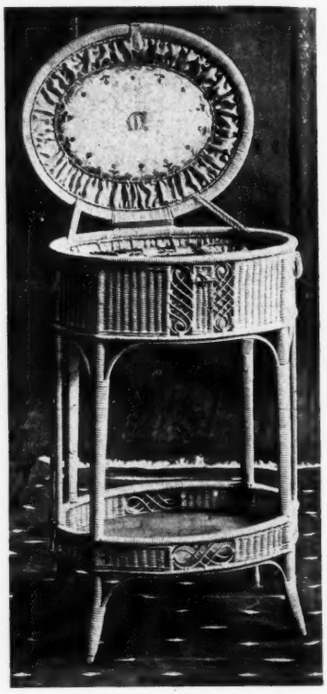
the design. The massive silver stand for the base measures over three feet across, and the complete height of the cake is well over six feet. Every ingredient, save the cognac brandy used to maintain the keeping qualities, has come from within the Empire. Her Majesty The Queen, with characteristic kindness, sent a particular message of thanks to the sixteen year old employé who modelled the roses used to decorate the cake.

HEALTHFUL AND DELIGHTFUL.

Both for the nursery and for the home Wright's Coal Tar Soap has been found by countless users to be an absolutely ideal preparation. The makers are now putting on the market a large bath tablet, double the size of the 7d. tablet, to be sold at 1s., which means a considerable reduction in the price of an article which has always been thought worth a great deal more than it costs. It is excellent and effective in the case of all skin diseases, and no one w th a delicate skin should fail to try it.

A WORKBASKET FOR THE ROYAL BRIDE.

One of the most charming and intimate of Princess Mary's wedding presents is the stand workbasket which the Worshipful Company of Basket Makers have presented to Princess Mary. It was made at the Dryad Works, and our illustration shows its very pleasing design. In the lid is a small panel of silver birch, inlayed with New Zealand green ear-shell, with the initial "M" in silver. The basket is lined with blue and embroidered by Miss Nochrie, an ex-student of the School of Art, who has created a number of the modern workbasket designs for which the Dryad Works are so well known.



A WELL-CHOSEN WEDDING PRESENT.

THE CHEAPEST HEATING PLANT.

That both initial outlay and running costs are lighter than those of any other form of artificial lighting is a very strong argument in favour of the Aerogen Petrol Air Safety Gas Plant. The Company has very recently received a big contract for the South African Government and a contract for a large generator for the late Sir Ernest Cassel's Hospital for Functional Nervous Disorders at Swaylands, Penshurst, Kent, for cooking, hot water, and boiling only, the latter order being carried out in conjunction with Messrs. Drake and Gorham, Limited, who installed electric lighting plant there some years ago. The average householder, particularly the owner of a country house, finds this simple, safe and inexpensive system an excellent method for arranging the warming of bedrooms and any other rooms which are not required to be heated all the while, with an immense saving of domestic labour, because gas fires can be turned on or off in an instant. The splendid record of this particular firm enables them to give a guarantee of three years on every installation.

SEEDS FOR THE FARM.

Agricultural readers of COUNTRY LIFE will find "Sutton's Farmers' Year-book and Graziers' Manual for 1922" a production very well worth acquiring. Copies may be obtained post free on application. Apart from the particulars of the various strains of Messrs. Sutton's seeds, known throughout the world for their excellence, it contains many interesting and practical features, such as data quoted from official sources in Denmark, where extensive experiments have been undertaken to ascertain the relative value of feeding stuffs, and, as a result, the area under roots has increased from 6,000 acres in 1861 to 678,000 in 1919. The unfortunate probability of much land being sown down to grass in the immediate future makes the portion dealing with clovers and grasses one of extraordinary interest.

MUSCATEL BY AEROPLANE.

The many people who drink Golden Guinea Sparkling Muscatel will be interested in this illustration, which shows one of the aeroplanes



of the Instone Air Line just arrived with the daily delivery of Golden Guinea fresh from the Epernay vineyards. This brings the wine from the vineyard in six hours as against five days by rail and sea.

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CHEAP PERIOD EXCURSIONS, Thursday, April 13th, to all places mentioned, from **VICTORIA** and **CLAPHAM JUNCTION** by Special Train.

CHEAP DAY EXCURSIONS to certain places on Good Friday, Easter Sunday and Monday.

Details from Supt of Line, Brighton Railway, London Bridge Terminus, S.E.1.

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1-15 DAYS' EXCURSION TO PARIS, April 12th to 17th. 1-6 DAYS' EXCURSION TO DIEPPE, April 13th to 17th.
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RETURN FARES, TO PARIS, 81/10, 60/10, 40/10. TO DIEPPE, 70/10, 50/10, 30/10. DIEPPE CASINO will be open for EASTER.
Particulars from Continental Agent, L.B. & S.C.R., Victoria Station, S.W. 1.

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Special Corridor Trains at Cheap Fares will be run from LONDON (EUSTON), on THURSDAY, April 13th, to

NORTH WALES. CENTRAL WALES. IRELAND.
LAKE DISTRICT. CAMBRIAN LINE. SCOTLAND.
BIRMINGHAM, LIVERPOOL & MANCHESTER DISTRICTS, Etc.

AVAILABILITY AND FARES.

TICKETS will be issued available for return on Monday, April 17th, Tuesday, April 18th, or Friday, April 21st, and the fares will be approximately the ordinary 3rd class single fares, plus one-third, for the double journey.

Passengers intending to travel by these Excursions must obtain their tickets prior to the date and state at the time of booking the period required.

Cheap "Saturday to Monday" Tickets are issued between any two stations available on the outward journey on Saturdays by any train, and on the return on the following Sunday by any train after 6.0 a.m., or Monday by any train. Minimum charges: **First Class 10s., Third Class 5s.**

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For all information in regard to Excursions, etc., apply to the District Superintendent at Euston Station, or to Mr. L. W. HORNE, General Superintendent, Euston Station, London, W.1.

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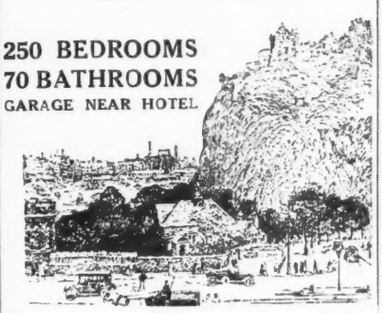
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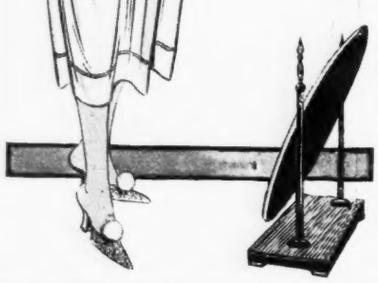
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MATTERS of the MOMENT

EASTER GIFTS FOR EVERYONE.

THE pretty practice of giving Easter eggs is taking a firmer and firmer root among us, and Messrs. Fry have this year originated some very charming designs for Easter gifts, such as cardboard eggs of various colours covered with designs which will please the grown-ups as well as children and filled with assorted sweets, each individual goody covered with tinfoil. Big hollow chocolate eggs and eggs filled with cream, representing the white and yolk of a real egg, are among their specialities.



AN EASTER EGG FROM "FRY'S."

CARPET CLEANING.

When spring-cleaning is the order of the day one of the most serious problems is the cleansing of the carpets. Not to beat them is unthinkable — spring-cleaning might as well be abandoned; to beat them at home means the heaviest of labour, clouds of dust dimming the garden just when its beauties are new and clamouring to be enjoyed, and at the end, in most cases, the result is not satisfactory. The best solution of the problem is to send a postcard to the Patent Steam Carpet Beating Company, Limited, 196, York Road, King's Cross, N.7, which undertakes to beat, shampoo or dye carpets as required, collection and delivery being free and the cost little in proportion to the labour saved.



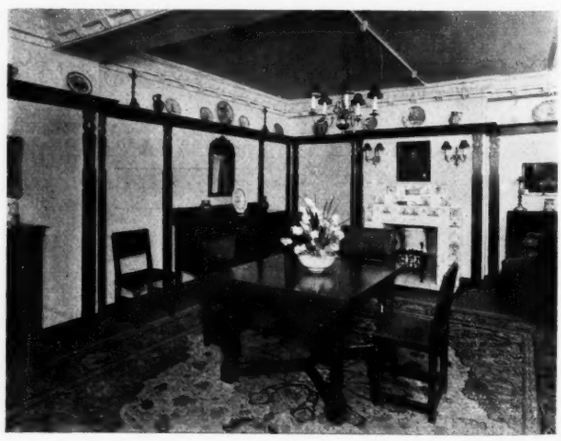
TOKIO LINEN.

FOR FABRICS.

The very charming printed fabric illustrated here is called Tokio Linen and is to be purchased from Messrs. Ambrose of King Street, Maidstone, who are so well and widely known for furnishing materials. The design is printed in several soft and lovely colours on black, old rose, cream or blue and yellow grounds at 5s. 9d. a yard, or in the same design at 7s. 11d. a yard in printed Shantung. This is only one example selected at random from the many which are illustrated in Messrs. Ambrose's new catalogue, which also illustrates some excellent furniture.

AN EXHIBIT OF SIMPLE FURNISHING.

At Harrods Stores, London, S.W.1, at the present moment, a most interesting exhibition is in full swing. Nineteen fully furnished rooms have been arranged and will remain on view for a considerable time. One room is illustrated here, and the particulars of this and the other eighteen may be found in "Modern Homes," a booklet which will be forwarded to anyone who cares to apply for it.



A LIVING ROOM FURNISHED FOR £240.

NEW SPRING CRÊPE DE CHINE

SHIRTS

This attractive Shirt is made in rich quality crêpe de Chine by our workers, and can be thoroughly recommended to give satisfaction in wear.

SMART SHIRT (as sketch) in rich quality crepe de Chine cut on full lines, with collar and revers of white crepe de Chine, fastening one large pearl button, new shaped cuffs. In shell pink, sky, mauve, saxe, and all ivory. In sizes 13 to 14½ inches.

PRICE **30/-**

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Also in coloured linen with collar, etc., of contrasting colours, **21/9**.



PLAIN WOOLLEN CASHMERE HOSE (as sketch), full fashioned, double heels. In black, tan, and nigger. Price **4/11** per pair.



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¶ Remember Allen's guarantee to replace free any length of Durobelle that fades, either through washing or exposure, and think of the many purposes in *your* home for which these unique fabrics ought to be chosen.

Here are just a few Durobelle textures —write for patterns TO-DAY

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As Illustration.

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(As Illustration).

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—the only Hard Court ordered for the new Championship Ground, Wimbledon;
—the only Hard Courts used for a Davis Cup contest (British Isles and Spain) in this country;
—the Court that was used at Toronto for Davis Cup contest (Australasia and Canada) when Canadian Clay Courts were unplayable owing to rain.

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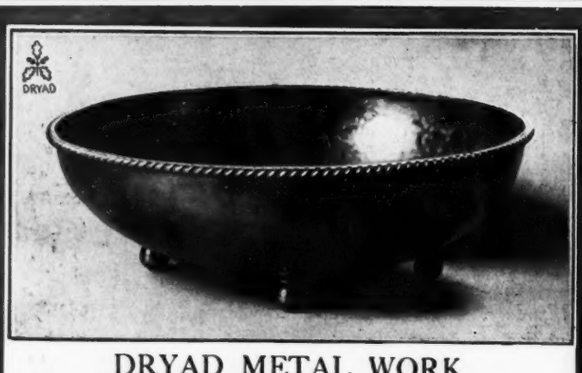
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Garden Guide for 1922

is an exceptionally beautiful edition, but its chief attraction is to those who wish their gardens to return the greatest pleasure and profit. Everything catalogued therein is the best that can be grown, yet prices are kept to the lowest point.

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NOTA BENE

TO THE MEMORY OF SIR ARTHUR PEARSON.

THE BEACON, the magazine devoted to the interests of the blind, gives its January issue entirely to the memory of Sir Arthur Pearson, in appreciation of his work and his place among the great men of our day. Every page of this admirably got up and well written little magazine drives in more deeply the conviction that, as was said of him at the time of his death, "he snatched the triumph of his life out of its tragedy" and he turned both that triumph and that tragedy to the service of his fellow men. As is only natural, the Special Memorial Number of the *St. Dunstan's Review* touches an even more personal note, and few people will be able to read Captain Ian Fraser's note on "The Chief" dry-eyed or without an increased appreciation of what not only his brain achieved for his fellow sufferers, but what his heart gave them of its own splendid courage. The object of the Arthur Pearson Memorial Fund, of which Her Majesty Queen Alexandra is the Patroness, is to create a memorial fund for the permanent benefit of those philanthropic enterprises for which he did so much. Of the total subscribed one-third is to go to St. Dunstan's for the care and after-care of the nearly two thousand men who are still living under the shadow of blindness contracted in the Great War. Another third goes to the National Institute for the Blind, and the last third is to be divided among the charities which assist the blind throughout the Empire, 2½ per cent. of the total sum being first given to the Fresh Air Fund, which was Sir Arthur Pearson's first charity. Pity was the last thing which Sir Arthur Pearson besought for his fellow sufferers: the true charity of making it possible for their courage to prevail he magnificently obtained for them. In the Memorial Fund the public is offered a rare chance of bringing a magnificent life work to a triumphant conclusion

THE FIRST CARILLON IN CANADA

The first carillon of bells to be erected in Canada has just been shipped across the Atlantic. The bells were rung at Croydon just before being shipped on the occasion of the visit of Their Royal Highnesses Princess Beatrice and the Duchess of Albany to the Bell Foundry and Clock Factory of Messrs. Gillett and Johnston. The carillon, which is intended for the Metropolitan Church at Toronto, consists of twenty-three bells, the tenor, which weighs four tons, corresponding to a low "A." A recital of the carillon was given by Mr. Cyril Johnston; the programme being chosen to show the various effects that accurate harmonic tuning can produce both in slow majestic music with simple chords, and also more complicated harmonies, with the use of the "tremula" and the accompaniment of the big bells in the bass. Besides the clavier used in the recital the carillon will be played by a powerful electric machine, which can either be worked automatically from a paper roll or played from a piano keyboard in the organ loft. Sir George Perley, High Commissioner for Canada, and Lady Perley who sailed in the same boat as the bells were also present.

WILLING'S PRESS GUIDE, 1922.

A most useful publication and one which the countless people who, in one way or another during the year, require information about the newspapers of the world must value is Willings Press Guide, published at half-a-crown by Messrs. James Willing of 30, King Street, Covent Garden, W.C.2.

FOR THOSE WHO HUNT.

For the convenience of those who hunt with the Cottesmore, Belvoir or Quorn Foxhounds the Midland Railway is now running a through carriage to Oakham and Melton Mowbray by the 4.25 p.m. train from St. Pancras which will be transferred at Kettering to the 4 p.m. St. Pancras to Nottingham and arrive at Oakham at 6.25 p.m., Melton Mowbray at 6.42 p.m., and Nottingham at 7.7 p.m.

THE DE RESZKE CALENDAR.

Messrs. J. Millhoff and Co., Limited, of 86, Piccadilly, W.1, have issued for 1922 a very attractive calendar advertising their De Reszke cigarettes. That romantic figure, "The Aristocrat," which appears so often in their advertisements, is to be seen at Lords, at Delhi, at Madrid, and other places in the highest society. The calendar will be sent on application to any reader of COUNTRY LIFE who would care to possess it.

A SPLENDID CATALOGUE.

We have received from Messrs. Webb and Sons (The Royal Seed Establishment, Wordsley, Stourbridge) a copy of their Vegetable and Flower Seed Catalogue for 1922. The quality of Messrs. Webb's seeds is well known all the world over, and no more comprehensive and interesting guide for the assistance of the horticulturist is likely to appear this spring;

FOR TENNIS PLAYERS.

The many readers of COUNTRY LIFE who are interested in tennis will be glad to know that a most attractive catalogue has been issued by the En-Tout-Cas Company (Syston, near Leicester), who will send copies to any who care to apply for it.

BOOKS WORTH READING.

The Secrets of a Savoyard, by Henry A. Lytton. (Jarrold, 6s.)
The Pacific Triangle, by Sydney Greenbie. (Mills and Boon, 18s.)
The Complete Works of Sir Philip Sidney, edited by Albert Feuillerat. In three vols. Second volume. (Cambridge University Press, 12s. 6d.)

FICTION.

The Life and Death of Harriett Frean, by May Sinclair. (Collins, 6s.)
Search, by Margaret Rivers Larminie. (Chatto and Windus, 7s. 6d.)
The Grey Room, by Eden Phillpotts. (Hurst and Blackett, 7s. 6d.)
The Secret Adversary, by Agatha Christie. (John Lane, 7s. 6d.)
Nightfall, by the Author of "Jenny Essenden." (Constable, 7s. 6d.)
Joanna Builds a Nest, by Juliet Wilbor Tompkins. (Page, 3s. 6d.)



A Typical Example of

EUGÈNE

Permanent HAIR WAVING

THE above photograph is entirely typical of the work being done at Eugène's **Headquarters** in Grafton Street. You will agree that it answers every question as to whether permanently waved hair can be as beautiful as naturally wavy hair. We are able to achieve these results solely because the Eugène Waving Apparatus is the most scientifically accurate existing, and because we employ only **highly skilled operators.** We don't ask you to believe this off-hand—much harm has already been done to permanent waving by the exaggerated claims of people practising with obsolete machines and unskilled knowledge. We ask you to come and prove with your own eyes where our process differs from all others.

OUR patrons, who come every six months to have their newly grown hair waved, **know** that we achieve every claim we make—that we **can** permanently wave hair in exact reproduction of the most beautiful natural wave, and **without harming the hair.** No unbecoming frizz or brittleness accompanies the Eugène permanent wave—the wave is soft and lasting—the newly grown hair can be waved after six months or more **without** affecting the part previously treated. **We guarantee this,** and if the hair is unsuitable for permanent waving we do not undertake it. **Before** you have your hair waved we cordially invite you to our private film demonstration at 23, Grafton Street. Here, on living models, you can see the whole process of Eugène Permanent Waving. An expert is in attendance to explain or give advice on any question relating to the hair. Displayed **free** to every enquirer.

It is essential to have specially trained operators for waving "bobbed" hair We have them.

SEND TO-DAY

for our new booklet. It is beautifully illustrated, and contains the whole story of Permanent Waving. You will find it most interesting and convincing. Please ask for 14th edition.

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Inventor and Patentee of the world-famous Eugène hair-waving appliances.

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SETAGÈNE

is a setting lotion for permanently waved and naturally wavy hair. It is not only its effectiveness in setting a soft and becoming wave in the hair which has won it such enthusiastic praise from our patrons—it is the gorgeous sheen and lustre this lotion imparts to the hair, and for scalp massage its tonic qualities are invaluable

PRICES: 7/6 per bottle; with fine spray attached 12/6. Larger size 10/6; with spray 15/6. Postage paid.

D. 633

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For Appearance and Confidence

"CLOTHES make the woman" is an axiom with a great deal of truth in it. The well-dressed woman always has that comfortable confident feeling which is the very salt of life.

We make a close study of the details which tend to give a woman that well-tailored appearance that is so much desired but seldom obtained.

Cut and made by experts our productions stand for all that is best in style, quality and durability. The woman who demands the best should lose no time in getting acquainted with us at 51, CONDUIT STREET W.

REDUCED PRICES.
BEST WORKMANSHIP.

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By Appointment.

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THE En-Tout-Cas HARD LAWN TENNIS COURT

PATENT No. 18734

By Appointment to H.M. The King

—the only Hard Court ordered for the new Championship Ground, Wimbledon;
—the only Hard Court used for a Davis Cup contest (British Isles and Spain) in this country;
—the Court that was used at Toronto for Davis Cup contest (Australasia and Canada), when Canadian Clay Courts were unplayable owing to rain.

The above, taken with the fact that *more* En-Tout-Cas Courts have been and *are being* made than all other makes put together, PROVES EN-TOUT-CAS TO BE THE BEST.

Sole Makers:

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Syston, near Leicester

Write for Booklet No. 3.

Largest contractors in the world for tennis and croquet courts, bowling greens and general lawn formation.

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Any style of footwear sent on approval upon receipt of suitable references or covering remittance.

Gentlemen's Riding Boots in Tan, Black, or Patent £7 7 0

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A Serviceable Spring Overcoat

THE RACE
WEATHERALL
BURBERRY

This attractive model makes a forcible appeal to all lovers of outdoor life, its free-fitting, single-breasted design, creating an impression of distinction combined with perfect ease and comfort.

Made in extensive ranges of Burberry-proofed All-Wool Tweeds and Coatings, its protective powers are characteristic of all coats that bear the Burberry label.

In downpours of rain it keeps its wearer healthfully dry. On chilly days it ensures comforting warmth, yet owing to natural ventilation and lightweight, it is never overheating, and can be worn in the mildest weather without the slightest sense of fatigue.



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ADEQUATE LIFE ASSURANCE

THE full ideal of adequate life assurance is well worth striving for, though in some cases it is manifestly unattainable. Life is a game of chances. You cannot guard securely against every contingency, and you must take risks. If a man does what he reasonably can, he does enough. But he should not be content with less. It is no excuse for doing little that he cannot do all he would wish. Moreover, all the conditions of life at the present time make it incumbent upon him to do his very utmost. The conditions are exceptionally hard upon those who live on the interest on invested money. Let me enumerate the more obvious. When the head of a family dies, his estate does not pass intact to his wife and children. Before they can touch a penny, unless his estate is below a certain small figure, the State takes its toll in the shape of Death Duties. There is no escape. It does not matter how hard the special circumstances of the case may be. The State listens to no arguments and makes no concessions. It acts automatically upon hard and fast rules. On big estates the Death and Succession Duties are crushing. Whether this is right or wrong, politic or impolitic, is matter for argument. What is not a matter of argument is the liability of the successor to pay. Nor is there the slightest prospect of any diminution of these duties, and it is well to remember that the official programme of the Socialist Labour Party advocates a very stiff increase of the Death Duties with the avowed object of striking at the very roots of Capitalism—the idea being that after a large estate has changed hands a few times there will be nothing left to pay on, unless the capital value has been made up again in the meantime. Against confessedly predatory legislation even insurance must fail, but against the existing Death Duties assurance is the only safeguard.

THE PRESSURE OF TAXATION.

Next, there is the income tax and super-tax. Many who retired before the war on incomes which they thought would amply suffice for their needs have had their calculations thrown out of gear during the last few years by the enormous increase in the income tax and the super-tax. Even the rate of fourteen pence in the pound was denounced as an iniquity by many who now have got used to seeing six shillings in the pound deducted from their dividend warrants, and they have had to alter their style of living to correspond. I say nothing of the super-tax payers. With them it may be a question rather of lopping off agreeable superfluities than of cutting down actual necessaries, but the shoe pinches just the same, and here again there is small prospect of considerable relief. The best thing they can hope for is that their burdens will not be aggravated, whether by direct increase in the rate of tax or by changes made in the methods of assessment. But, again, the moral is adequate assurance. The investor is sure at least of a safe return from money laid out in assurance, and those who depend on their interest from investments ought to take advantage of the protection which assurance offers no less than those who earn salaries or make an income in any other way.

HIGH COSTS OF LIVING.

The force of these considerations is doubled by the still high cost of living. It is true that the index figures have dropped very considerably from their highest point, and the downward movement is likely to continue. But the ordinary professional man and woman get little immediate advantage from the falling figures. Contract prices for the best cloth, have dropped to a third of what they were eighteen months ago, but there is no such corresponding fall in the price of clothes, and the cost of women's dress in particular shows little or no sign of diminution. But though prices may fall as though there were never going to be an end to their falling, there is no chance of their getting anywhere near the pre-war levels. Labour may be trusted to see to that, whatever might suit best the purposes of Capital. People who look ahead and consider their own future and that of their families must lay their plans on the basis of retail prices remaining, not, indeed, at their present level, but certainly at not less than 50 per cent. above that of 1914. In former years one could trust to the sharp play of economic forces to bring prices down. Those economic forces will always be an immensely strong factor, but they are now increasingly liable to be interfered with and deflected and held up, either on this side or on that, by the operation of strong political forces. We have seen that repeatedly since the Armistice. This militates against cheapness, and it means that living expenses will continue high—a burden felt most severely by those whose incomes are fixed or dependent upon dividends. The way to safety, therefore, or to that comparative safety which is all that we can count upon, lies through the provision of what I have called adequate life assurance. Life assurance is the very last thing on which any man with family responsibilities should endeavour to retrench. It is not economy to save in this direction, but the worst from of waste. And no man can ever procure assurance more cheaply for himself than he can to-day, if only because he never grows younger.

F.

Maison Sewell Couturiers

ARBITERS OF FASHION POUR LE HAUT MONDE

TWO NEW CREATIONS FOR THE SPRING AND EARLY SUMMER

We have the honour to intimate to our clients that we have moved into sumptuously fitted showrooms at 104, REGENT STREET (near Piccadilly Circus), and we wish to notify our clientèle that our prices will not be increased in any way.



A Corded Chiffon Velveteen or Gabardine Suit.

An exceptionally smart Costume designed from a Paris Model. Beautifully cut and man-tailored. Three-quarter coat, lined with handsome figured lining to match, with breast and side pockets, long revers and smoked pearl buttons. Skirt fitted with waist-belt same material.

White Silk Lining, 10/6 extra.

In Dark Saxe, Fawn, Mole, Golden Brown, Nigger, Navy and Black. State bust and length of coat, waist and length of skirt. Over 38 in. bust and over 27 in. waist skirt, **4/6** extra. **3/6** extra for each 2 in. over 34 in. length of coat. This Suit could not be purchased under £6 6s. elsewhere. Material and Fit guaranteed.

State colour and if Gabardine or Corded Chiffon Velveteen.

A Coat-Frock in Charmeuse, Taffeta & Chiffon Velveteen.

These Models are created in a very fine Chiffon Velveteen, extremely soft and silky to the touch, in Silk Charmeuse and heavy Silk Taffeta. They are made in the following colours, with sash and bow in contrasting colours to harmonise. The inside of the panel is similarly slashed.

COLOURS : Black with Grey or Mauve, Navy with Saxe or Fawn, Light Navy with Fawn, Grey with Navy, Nigger with Light Tan or Saxe, Dark Mole with Light Grey, and Fawn with Saxe. State length from shoulder to hem of skirt, bust, waist and hip measurements, and inside length of sleeve. Over 37 in. bust, **10/6** extra.

Please state whether Charmeuse, Taffeta, or Chiffon Velveteen Model required; and colour.



All Garments made to measure. Delivery within 12 days.
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C A P E

We have now in stock a wondertul variety of Boudoir Jackets, Tea Coats, Negligées, etc.; all of which are made by our own workers from high grade materials, and the style, cut and finish are excellent. The garment illustrated is a typical example, and the prices are most moderate.

CHARMING NOVELTY BOUDOIR CAPE (as sketch), in rich quality silk Georgette and velvet brocké, or Georgette and silk brocké, lined with white or contrasting shade of chiffon, edged with good quality cream lace, and trimmed with soft satin ribbon. In ivory, saxe, rose, jade, apricot, mauve, pink and other fashionable shades.

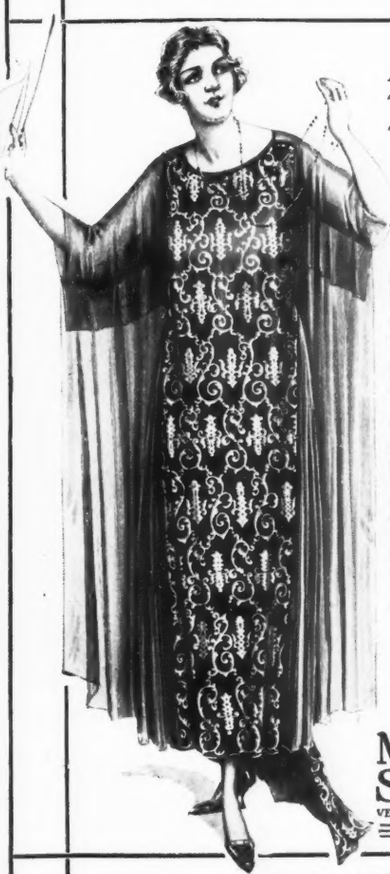
Price 69/6

In crêpe de Chine, unlined, **39/6**
In pure silk Georgette, ,, **49/6**
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ATTRACTIVE TINSEL NINON TEAGOWNS

THE value of these new Teagowns is quite exceptional. They are made from really high grade materials by our own skilled workers, and they follow the lines of the latest trend of fashion as expressed in the newest French models.

"Angela." Classical Teagown with wide panel back and front of tinsel ninon brocade lined chiffon, large moyen-âge sleeves and side drapery of silk Georgette to match. In black/silver, black/gold, larkspur blue/silver, cerise/silver, jade/gold, orchid/silver, grey/silver, emerald/gold.

Special Price
8½ Gns.

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SENT ON APPROVAL.

Harvey Nichols of Knightsbridge

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WE have made a special study of this important domestic subject, and our trained staff of experts is entirely at the disposal of our customers.

We welcome competitive estimates, as our prices are the lowest compatible with first-class materials and efficient workmanship.

DECORATIONS, UPHOLSTERING, DYEING AND CLEANING, BEDSTEADS AND BEDDING, LOOSE COVERS, LACE AND CASEMENT CURTAINS, BLINDS AND AWNINGS.

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Taken up, cleaned, repaired, beaten, and re-laid by our staff of trustworthy and reliable workmen.

REMOVALS AND WAREHOUSING.

Estimates Free.

HARVEY NICHOLS & Co., Ltd., Knightsbridge, London, S.W.1



ATTRACTIVE
NEW SPRING
KNITTED
FROCK

WE have now in stock a large variety of new spring knitted Frocks, Coatees, and Jumpers, made from really high-grade materials by our own skilled workers, and they follow the lines of the latest trend of fashion as expressed in the newest French models.

Knitted Wool and artificial Silk Dress, made from best quality yarn in a beautiful range of new shades, to slip on over the head without fastening, with elastic at the waist and wide artificial silk sash.

PRICE 89/6

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SENT ON APPROVAL.

OBITER DICTA

A NEW MATERIAL.

THE makers of "Two Steeples" Knitted Goods have just put on the market a material, the "Wyggeston" knitted fabric, which is something quite new in woollen materials and should have a very wide popularity. It is woven of finest pure ingrain wool and rendered unshrinkable, which means that any garment, even a coat and skirt, in this material can be washed with as much ease and simplicity as if t were woollen underwear. This opens up an enormous field of usefulness, for sports coats, skirts, jumpers, frocks for tennis and all sorts of garments can be made in "Wyggeston," and for little suits for children it is certainly the material *par excellence*. The colours used are extraordinarily delicate and beautifully harmonised; "Wyggeston" fabric is not dyed by the piece, but woven from yarns of various beautiful ingrain shades which, by interchanging the bobbins on the machines, can be introduced in varying proportions to attain any harmonious blend desired. The makers of "Two Steeples" are offering a great variety of garments in this new fabric for women and children and will send their folder, with pattern of the material and further particulars, to anyone who cares to write for it. Enquiries should be addressed to "Two Steeples," Limited, Wigston Works, Leicestershire. It should be mentioned that "Wyggeston" is not a very expensive material, as the makers are able to offer an excellently cut and tailored skirt in it for £3.

THE ROYAL AMATEUR ART EXHIBITION.

The Marchioness of Sligo took the Chair as President at the first committee meeting of the Royal Amateur Art Exhibition for 1922, held on Wednesday, February 15th. The Exhibition will be held at 27, Grosvenor Square, W.1, by kind permission of Mrs. Fleming, from May 15th to 17th, the private view being on May 14th. All enquiries should be addressed to the Hon. Secretary, the Hon. Lady Mallet, 43, Cadogan Gardens, S.W.1. The Loan Section will consist of drawings and designs by Lady Diana Beauclerk, of *cloisonné* enamels and of antique salt-cellars. Anyone possessing any of these and being willing to lend them should communicate with the Hon. Sybil Legh, Artillery Mansions, Victoria Street, Westminster, S.W.1.

THE SEASON OF REDECORATION.

Now that the bright days are come most of us are inclined to feel a little dissatisfied with our surroundings. The bright spring sunshine shows up discoloured or faded wallpapers, and we are all a little tired of the colours and schemes of decoration with which we have been shut up during so many winter months. Redecoration is the absorbing interest of the moment, and none who contemplate it can do better than ask Messrs. Wm. Whiteley, of Queen's Road, London, W.2, to submit a scheme and estimates, which they will do without charge. Messrs. Whiteley make a particular feature of modernising Victorian interiors or extending early Period Decoration to other rooms with absolute fidelity to the original. Parquet floors, wall and ceiling panelling and electric lighting, heating and power are also undertaken by them. The fact that rigid economy is imperative should deter no one from going to Messrs. Whiteley, for in such cases a feature is made of simple designs used with perfect taste. Messrs. Whiteley's wonderful wallpaper department has been known to descriminating people for many years.

FOR LOVERS OF ANTIQUE FURNITURE.

Most of us are interested in old furniture and willing to buy it, whether for use in our own homes or as presents for weddings and similar occasions; but most of us have not the necessary knowledge which will ensure our buying only genuine specimens. It is therefore well to know of a reliable firm dealing with antiques, and in this connection Messrs. Harris and Sons, of 44–52, New Oxford Street, London, W.C.1, should be noted. They were established in 1868 and have the highest reputation. At the present moment their hundred showrooms contain some remarkably fine pieces. For instance, a fine William and Mary centre table with secretaire, and a Chippendale secrétaire cabinet, William and Mary chairs, excellent lacquer and some fine examples of Queen Anne needlework are offered. Furniture of the William and Mary period is having a particular vogue at the moment, and the examples Messrs. Harris have to show are especially fine.

"MODERN HOMES."

Everyone considering the problems of house furnishing—and who is not in these days, when so many people are making a fresh start in life after all the alteration and reorganisation brought into family life by the war?—should send to Messrs. Harrods, Knightsbridge, S.W., for their very interesting little brochure, "Modern Homes." It is illustrated in colour and shows three dining-rooms, a drawing-room, living-room, day nursery, night nursery, six bedrooms, kitchen, bathroom and laundry. The prices vary sufficiently to accommodate almost every purse, while everything for the home, from a piano to a vacuum-cleaner, from a china cabinet to a table knife, can be purchased at its best at their stores.

A LINER AND A NEW PICTURE PLAY.

A new film, entitled "The Leather Pushers," just taken in New York by the Universal Film Company, and soon to be exhibited here, will be unique in that some of the scenes were taken on the Royal Mail Steam Packet Company's liner Orbita before she left New York for a recent homeward voyage and show the luxurious furnishings of the steamer and the social life on board.

HOLIDAYS IN BELGIUM.

The Great Eastern Railway Company have decided to run again this year the short sea service between Harwich and Zeebrugge for visitors to the Belgian coast resorts, Blankenberghe, Heyst and Knocke, also Bruges, Ghent and other parts of Belgium, and it is to be run six times every week instead of three as last year. This is a highly convenient route and presents an excellent opportunity which the holiday-maker will not be slow to seize.

RIPOLIN.

An error was made in the advertisement of Ripolin enamel-paints, so well known for their beautiful appearance and resistance to wear, which appeared in our Royal Wedding Number. The correct address of the makers is Ripolin, Limited, 3—9, Drury Lane, W.C.2.

Harvey Nichols of Knightsbridge

DISTINCTIVE HATS AT MODERATE PRICES.



Becoming hat in crinoline, underlined georgette and trimmed with satin ribbon. In blue, cherry, brown, white and navy.

49/6

This hat will be found in our Inexpensive Department on the Ground Floor

HARVEY NICHOLS & CO., LTD., Knightsbridge, London, S.W.1



Consider the Advantages

You'll want a really smart Knitted Coat for Tennis this season, and it will pay you to get a good one—one that will keep its shape and wear quite satisfactorily; in fact, one that you will be proud of.

Why not buy one bearing the well-known JAEGER Label? And so, avoid disappointment.

JAEGER
KNITTED TENNIS COAT.
Style 413
(as illustrated).
In a smart range of colours; also white.

84/6

Ask for the Jaeger Booklet of Knitted Suits, Golfers, Sweaters, Jumpers, etc.

JAEGER Pure Wool

LONDON DEPOTS:

126, Regent Street, W. 1
456, Strand, W.C. 2
30, Sloane Street, S.W. 1
102, Kensington High Street, W. 8
131A, Victoria Street, S.W. 1
85 and 86, Cheapside, E.C. 2

Jaeger Agents in every town and throughout the British Empire.

CHILDREN'S CLOTHES



Our Children's Outfitting Department is one of the most interesting sections of our business, and has gained what we believe to be a well-deserved reputation for the dainty and exclusive character of its productions. Every garment is designed by our own expert, and the materials used are thoroughly practical and reliable.

PRETTY COAT (as sketch) in good quality grey alpaca, white dainty collar and cuffs of whit organdi, lined silk.

Size for 2 years	£4 9 6
„ 3 „	£4 15 0
„ 4 „	£5 2 6
„ 5 „	£5 9 6

Hat in fine black liseret straw, lined black tulle, and trimmed ruchings of tulle and pink rose petals, **59/6**

Sent on approval.

Debenham & Freebody
Wigmore Street,
(Cavendish Square) London, W. 1

CATALOGUE POST FREE.

ATTRACTIVE ARTIFICIAL SILK COAT For EASTER WEAR



IN our Jersey Department we have now in stock a wonderful variety of coats in artificial silk, all of which are made by our own skilled workers from reliable yarn.

Catalogue Post Free.

Artificial Silk Coat, made in an attractive check pattern in beautifully blended shades from bright silk yarn. A large well fitting coat, being suitable for either indoor or outdoor wear.

PRICE
94/6

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W1

SENT ON APPROVAL.



Brass Rings given as thankofferings to the King's Bath at Bath, 17th and 18th Centuries

BATH

The Ideal Spring Spa.

Illustrated Handbook, Tariff of Reduced Prices for Baths and Waters, List of Hotels and Apartments, Programme of Spring Season Entertainments, etc., from John Hatton, Secretary, Information Bureau, BATH.



MIDLAND

COOK'S

EASTER EXCURSIONS

FROM ST. PANCRAS.

Date.	Time of Departure.	Destination and Fare.
		FOR 5 OR 9 DAYS.
THURSDAY, April 13	2.45 p.m.	To ANTRIM 58 6, BELFAST 55 –, LARNE 59 –, LONDONDERRY 69 6, and PORTRUSH 67 6 (3rd class and steerage).
		FOR 5, 6 OR 9 DAYS.
THURSDAY, April 13	10.0 p.m.	To GLASGOW 77 –, EDINBURGH 76 3, ABERDEEN 93 6, CARLISLE 56 6, and other stations in SCOTLAND.
THURSDAY, April 13	a.m. p.m. 10.30 2.30	Manchester 36 3, Liverpool 38 6, Leicester 18 9, Derby 24 9, Buxton 31 9, Warrington 35 6, Southport 41 3, Ambergate 26 9, Bakewell 29 6, Burton-on-Trent 23 9, Chinley 32 9, Loughborough 21 6, Market Harboro' 16 –, Marple 34 3, Matlock 28 –, Rowsley 29 –, Stockport 35 6, etc.
THURSDAY, April 13	a.m. p.m. 10.40 2.45	Leeds 36 3, Bradford 37 –, Sheffield 30 9, Nottingham 24 –, Harrogate 38 6, Chesterfield 28 3, Huddersfield 35 6, Alfreton 25 9, Barnsley 33 6, Bedford 10 –, Ben Rhydding 38 9, Dewsbury 35 6, Halifax 37 –, Ilkley 39 –, Keighley 38 –, Kettering 13 9, Melton Mowbray 20 3, Morecambe 45 6, Northampton 12 6, Skipton 39 9, Wakefield 34 3, Wellingboro' 12 6, York 36 9, etc.
		DAY EXCURSIONS.
GOOD FRIDAY & SAT., SUN., & MONDAY, April 14, 15, 16, 17	At various times (See handbills)	SOUTHEND 4 –, WESTCLIFF 4 –, and LEIGH 3 6. Also from FENCHURCH STREET (the shortest route),
EASTER MONDAY, April 17	9.2 a.m.	and to St. Albans 3 –, Luton 4 6, Bedford 7 3, Wellingboro' 9 3, Kettering 10 3, Market Harboro' 12 –, and Leicester 14 3.

Handbills on application to the MIDLAND RAILWAY COMPANY, ST. PANCRAS, or any MIDLAND TICKET OFFICE, or offices of THOS. COOK & SON.

Derby, 1922. FRANK TATLOW, General Manager.

THE JOY OF LITTLE HOLIDAYS

SUMMER holidays, by the sea or on the Continent or in some quiet South of England village where the sheep bells never seem to stop tinkling—the very thought of them brings a sense of enlargement, a quickening of hope and memory. The children, and a great many of their elders too, look forward to the summer holidays all the year, waiting expectantly and assuredly to reach and revel in them. But the little holidays that come by the way, the two or three days away at Christmas-time or Easter or at a long week-end, have a charm of their own which even the summer holidays cannot claim. The swift vision of a frosty blue winter sky, bare fields with the huntsman's horn sounding across them, seen as it were in a narrow opening between two dark segments of City days—that is for winter. Later on there is a lamb's cry coming on the wind that shakes the daffodils and then in summer-time the moment when the Park seems suddenly to break out into living, moving flowers which are really gay frocks and parasols. These are the joys of the little holiday. Spend the whole year round in either town or country and their essence escapes you, lost among so many other images. The summer holiday must give you more or be a failure, but it cannot give with the poignant clearness of the little holiday. In the light of the little holiday every impression is picked out, isolated, unique, to shine like a jewel. An epicurean reflection on enjoyment, but true for all that.

At this time of the year the little holiday has exceptional attractions, and Easter offers a good excuse for their enjoyment.

The holiday feeling is abroad this Easter as it has not been any spring in recent years, and the great railway companies, their affairs at last a little in order after the long disorganisation of the war and labour troubles, have issued a splendid programme of travelling facilities which must cover the needs of every class of traveller.

The South-Eastern and Chatham Company are issuing cheap tickets to Paris by the Calais and Boulogne short sea routes daily, from April 12th to 17th inclusive, available to return on any day within fifteen days. Tickets with a similar validity will also be issued to Brussels *via* Dover and Ostend. Particulars of Continental Easter cheap tickets, etc., can be obtained at the Continental Enquiry Office, Victoria (S.E. and C.R.) Station. Week-end tickets, available from Saturday to Monday, will be issued between any two stations on the Company's system (minimum fares, 10s. first class, 7s. 6d. second class and 5s. third class), and period excursion tickets will be issued on Thursday, April 13th, from London and certain suburban stations, by specified trains, to the principal inland and seaside towns, available for return on Easter Monday by certain trains, and also from these towns to London.

The London and North-Western Railway Company are preparing a very comprehensive list of excursions for the Easter holidays to Scotland, the English lakes, North and Central Wales, North of Ireland, Liverpool, Manchester and East Lancashire, etc. The tickets will be available from Thursday, the 13th inst., with return on the following Monday, Tuesday or Friday, and the fares will be ordinary third-class single fares plus one-third for the double journey.

On the days immediately preceding the holiday, ordinary express trains to the holiday centres by the Great Western Railway will be strengthened or run in duplicate, and in addition to these services a programme has been arranged which will include excursions to Ireland *via* Fishguard, and to a large number of English and Welsh holiday resorts, such as Plymouth and Devonport, Falmouth, Penzance, Shrewsbury, Church Stretton and Llandrindod Wells, Criccieth, Llandudno, Stratford-on-Avon, Leamington Spa, Ilfracombe, Exeter, Teignmouth, Dartmouth, Dorchester, Wells, Bath, Weston-super-Mare, Oxford, Malvern, Cheltenham, Guernsey and Jersey. All these and many other popular places are to be reached on the Great Western Railway by convenient services at substantially reduced fares.

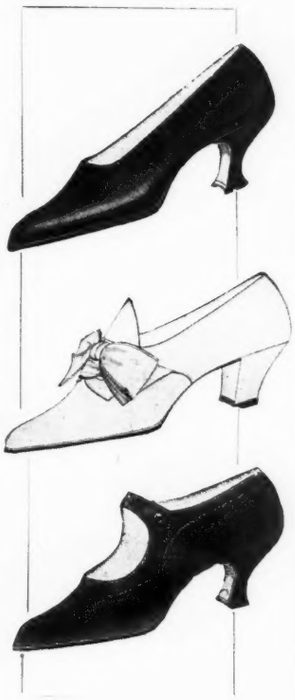
The Midland Railway Company announces excursions from St. Pancras to numerous provincial towns and holiday resorts in England, Scotland and Ireland, commencing on Thursday, April 13th. For the excursions to provincial towns throughout the whole of the Midlands Yorkshire and Lancashire, bookings will be for five, six or nine days and for the excursions to Belfast, Portrush and other parts of the North of Ireland the periods will be five or nine days, while those for the excursions to Glasgow, Edinburgh and other parts of Scotland will be five, six and nine days. The fare will be single and a third for the double journey. A wide selection of bookings will be issued from provincial Midland stations to London and various towns and resorts in the South and West of England.

The London, Brighton and South Coast Railway has arranged a special 1 to 15 days' excursion to Paris *via* the Newhaven and Dieppe route, running on Wednesday, Thursday, Friday, Saturday, Sunday and Monday, April 12th to 17th. Express trains will leave Victoria 10 a.m. (first and second class) and 8.20 p.m. (first, second and third class). Cheap tickets will also be issued by the above services to Dieppe on Thursday, Friday, Saturday, Sunday and Monday, April 13th to 17th, from London and the principal stations on the Brighton Railway, available for return up to and including the night service of Tuesday, April 18th. Excursion tickets will be issued by special trains on Thursday, April 13th, from Victoria to Brighton, Hove, Shoreham-by-Sea, Worthing, Littlehampton, Bognor, Chichester, Lewes, Seaford, Eastbourne, Bexhill, St. Leonards and Hastings, Southsea, Portsmouth and Isle of Wight. Similar excursions will be run on the same day from these towns to London.

The Belgian State Railways are also making arrangements which will enable the many people who wish to spend a few days on the Continent during the Easter holidays—and especially those who wish to visit the Brussels Commercial Fair—to do so with the utmost convenience and at the lowest possible cost. Tickets for Ostend and Brussels will be issued from Victoria, the second class ticket for the longer journey, available for fifteen days, costing only 56s. The traveller is allowed to break the journey at Ostend, Bruges or Ghent, and the open sea passage is only three hours. It should be remembered that passports are still required for Brussels, though not for Ostend. Particulars may be obtained from the Belgian State Railways, 47, Cannon Street, E.C.4, and the principal tourist agencies.

Harvey Nichols of Knightsbridge

Ladies' Reliable High Grade FOOTWEAR



Nigger Glacé untrimmed Court Shoe, Louis XV. heel, also in patent leather **45/9**

Smart Suède Tie Shoe, Cuban heel, stocked in nigger, grey, white and beige ... **42/9**

Newest Paris Model, 1 bar Shoe, smart toe, Louis XV. heel, stocked in patent and coloured suèdes **49/6**

ILLUSTRATED NEW SEASONS CATALOGUE POST FREE ON REQUEST.

HARVEY NICHOLS & Co., Ltd., KNIGHTSBRIDGE, LONDON, S.W.1.

Write NOW for post free Patterns of

ALLEN'S FADELESS Durobelle

THE ORIGINAL PERMANENT DYE

REPLACED FREE IF COLOURS FADE

THE unrivalled beauty, efficiency and economy of Durobelle fabrics have won world-wide recognition. They can be used fearlessly in the sunniest places, without the slightest risk of fading.

¶ YOU can have Durobelle casements, curtains or coverings in cool blues, restful greens, delicate mauves or warm rose tints and be *certain* that your colour scheme will *stay true* despite tropical sunshine, sea air or repeated laundering.

Send To-day for patterns (loaned post free), and choose in your own home. The genuine Durobelle is sold only by Allens of Bournemouth.



TYPICAL DUROBELLE TEXTURES:—

Plain casement cloths in cream, tussore and a number of exquisite art shades, 31in. wide, from 1/4½ yd.: 50in. wide from 2/2. Bolton Sheetings in cream and nine beautiful colours, 50in., from 3/11½. Coloured Madras Muslins: cream ground with lovely floral designs in natural colours, also stained glass and oriental effects, 50in., from 2/11½ to 4/11. Beautiful self-patterned Damasks and Satins; mercerised Poplins and Reps; substantial Mattings, Canvases and Corded Cloths; exquisite Artificial Silks; rich woven Tapestries, etc., etc. Delightful washing Rugs for bedrooms and nurseries, Blind Hollands, etc.

¶ Patterns of any Durobelle fabric mentioned above may be had post free—or state your requirements and Allens will select.

The 1922 edition of 'My Lady's Home,' Allen's famous 116 page colour book of beautiful fabrics, will be ready shortly and free copies will be reserved for all who send in applications or enquiries for patterns now.

J. J. Allen

Department "C" BOURNEMOUTH.

London Showrooms: 188, Sloane St., S.W.

All letters direct to Bournemouth, please.

INEXPENSIVE BOUDOIR JACKETS

We have now in stock a wonderful variety of Boudoir Jackets, Tea Coats, Negligées, etc., all of which are made by our own workers from high grade materials, and the style, cut and finish are excellent. The garment illustrated is a typical example, and the prices are most moderate.

GRACEFUL BOUDOIR JACKET (as sketch) in rich quality georgette, satin and lace, to slip on without fastenings, wing sleeves of georgette, picot edged, and inset bands of satin to match and white or cream lace joined by hemstitching. In rose, saxe, powder, pink, sky, ivory, mauve, daffodil, jade and turquoise.

PRICE 49/6

Sent on Approval.





WASHABLE CHAMOIS LEATHER GLOVES (as sketch) made from carefully selected soft pliable skins. In white and natural

Price **8/11** per pair.

Debenham & Freebody

Wigmore Street. (Cavendish Square) London.W.1

Catalogue post free.

INEXPENSIVE LACE

TEAFROCKS

FOR EASTER WEAR.

THE value of these Teafrocks is quite exceptional. They are made by our own skilled workers from reliable materials.

WRITE FOR CATALOGUE.



"JEAN." Dainty Thé Dansant Frock in good quality "Margot" lace, new long bodice, and shaped sleeves; full skirt with large corded belt and wheel of taffetas silk in various colours. Underslip of cream Japanese silk. In black, navy and ecru.

SPECIAL PRICE

£5 17 6

MEN'S DEPARTMENT.
SPECIAL OFFER.

200 full size Irish hand woven wool Travelling Rugs. A large selection of attractive and serviceable designs.

Price **25/6**. Weight about 3lbs.
Price **30/-**. Weight about 3½lbs.

MARSHALL & SNELGROVE

VERE STREET AND OXFORD STREET
LONDON W1

SENT ON APPROVAL.

By Appointment.

BRAND'S



A1

SAUCE

The Original Thick Sauce

PRICES REDUCED

1/- size now **10½d.** 1/3 size now **1/-**

BUT THE QUALITY AND FLAVOUR is still MAINTAINED at the Peculiar Perfection which has won for it the WORLD WIDE Reputation it has enjoyed for nearly 100 years.

The Sauce for Kings — The King of Sauces

Sold at all High-Class Grocers, Stores, etc.

BRAND & CO., Ltd., Mayfair Works, Vauxhall, London, S.W.8

Makers of the well-known

BRAND'S ESSENCE OF BEEF, CHICKEN OR MUTTON



10 for 10½d
20 for 1/9
50 for 4/3
100 for 8/-

Cigarette Perfection

The Tobaccos from which "Perfectos" are made are of the highest grade Virginia.

There is no better Cigarette.

PLAYER'S

'PERFECTOS' No. 2

Virginia Cigarettes

"PERFECTOS FINOS" are a larger cigarette of the same quality

JOHN PLAYER & SONS NOTTINGHAM.

Branch of The Imperial Tobacco Co. (of Great Britain and Ireland), Ltd.

P.962.

EN PASSANT

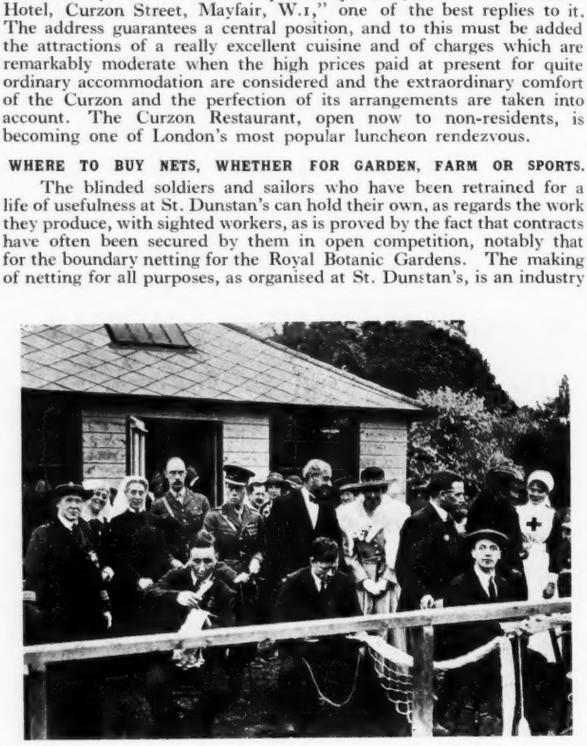
THE value of subsoil ploughing was thoroughly demonstrated during the war. Its chief importance is to break the "pan" which marks the depth to which old-fashioned farmers have ploughed. The problem is to do this without bringing the subsoil to the surface. In the new Cable-operated Subsoil Ploughs of John Fowler and Co. (Leeds), Limited, subsoil tines and points are carried behind each share, so that the furrow sole or "pan" is broken and the bottom opened for aeration and drainage without bringing any subsoil to the surface. The Patent English Type Anti-balance Bevel-framed Convertible Topsoil and Subsoil Ploughs are made in two sizes, one for ploughing five furrows and the other for six furrows. The adoption of subsoil tackle to machinery worked by cable is a very great advance in the evolution of the steam plough.

WHERE TO STAY IN TOWN.

Many a visit to town, whether for business or shopping, has been rendered fatiguing and wearisome by poor accommodation. "Where shall we stay?" is indeed an important question, and "At the Curzon Hotel, Curzon Street, Mayfair, W.1," one of the best replies to it. The address guarantees a central position, and to this must be added the attractions of a really excellent cuisine and of charges which are remarkably moderate when the high prices paid at present for quite ordinary accommodation are considered and the extraordinary comfort of the Curzon and the perfection of its arrangements are taken into account. The Curzon Restaurant, open now to non-residents, is becoming one of London's most popular luncheon rendezvous.

WHERE TO BUY NETS, WHETHER FOR GARDEN, FARM OR SPORTS.

The blinded soldiers and sailors who have been retrained for a life of usefulness at St. Dunstan's can hold their own, as regards the work they produce, with sighted workers, as is proved by the fact that contracts have often been secured by them in open competition, notably that for the boundary netting for the Royal Botanic Gardens. The making of netting for all purposes, as organised at St. Dunstan's, is an industry



PRINCESS MARY, WITH THE FOUNDER, WATCHING ST. DUNSTAN'S NET-MAKERS AT WORK.

which was initiated in 1915 with wonderful success, and now gives employment to over five hundred blinded soldiers in their own homes. Every description of garden, farm and sports nets is made by the men, and quotations are gladly given on application to Headquarters of St. Dunstan's Work, Inner Circle, Regent's Park, N.W.1.

DAHLIAS FOR NEXT BLOSSOMING TIME.

A flower which culture has, of recent years, altered and improved to a wonderful degree is the dahlia. It is unlikely that our grandfathers could at sight have recognised such a light and delicate blossom as, for instance, that of Messrs. Cheal's Reigate Star as belonging to the dahlia tribe. Its apricot-coloured flowers with their lovely flush of pink carried on their graceful stems are ideal for cutting and lovely in the garden borders. Messrs. Cheal and Son's new catalogue can be obtained from their nurseries at Crawley.

A NEW SHAVING SOAP.

Men, and they are not a few, who have found Wright's Coal Tar Soap the ideal preparation for general purposes will be glad to avail themselves of the fact that the makers have now brought out a shaving soap which has the same excellent qualities. Its clean fresh fragrance will make it most pleasant in use, and it is, of course, very soothing to the skin.

EN-TOUT-CAS COURTS AT QUEEN'S CLUB.

The many tennis players who are enthusiastic as to the merits of En-Tout-Cas Courts will not be surprised to learn that at Queen's Club, Kensington, all the hard courts are now to be En-Tout-Cas.

THE ROYAL CALEDONIAN BALL.

Their Majesties the King and Queen have graciously extended their patronage to the Royal Caledonian Ball at the Hotel Cecil on May 29th. For many years it has been held on behalf of the Royal Scots Corporation and the Royal Caledonian Schools, and is always a great success. Enquiries may be addressed to the Hon. Organising Secretary, Captain F. E. Stanley, 20, Deanhill Road, East Sheen, S.W.14.

THE IDEAL SEASIDE VILLAGE.

Angmering-on-Sea certainly should not be overlooked by anyone who is thinking of "settling down," for this is a really ideal village. Besides being convenient in every way and unimpaired by either jerry-building or slum districts, Angmering-on-Sea offers every attraction, including remarkably good tennis and other sports enjoyed by residents. There is a good club and rates and taxes are low.

Write NOW for post-free patterns-

DEFYING THE SUN

ALLEN'S FADELESS Durobelle

THE original British permanent dyes, as applied exclusively to Allen's Durobelle fabrics, still enjoy world-wide supremacy against a host of so-called "fast colour" or "sun-resisting" materials. Not only is Durobelle sold under Allen's firm guarantee to replace free if colours fade, either through exposure or washing, but it has been thus guaranteed and used throughout the world for fifteen years—a unique record which constitutes your "gilt-edged security."

¶ Choose *your* casements curtains or washing dresses from the genuine and original Durobelle fabrics and be *certain* that they can be used in the sunniest places without the slightest risk of unsightly fading or streaky discoloration. Pattern books are loaned post free.

SOME 1922 TEXTURES:

Fine Mercerised Repp for casements or dresses. Quite new and an exclusive Durobelle weave, 28in. wide, Creams and Tussores, **1/-**; several delightful tints **1/3** per yard. Plain Casement Cloths in Cream, Tussore and a number of exquisite art shades, 31in. wide, from **1/4½** per yard; 54in. wide, from **2/2**.

Bolton Sheetings in Cream and nine beautiful colours, 80in. from **3/11½**.

Coloured Madras Muslins, Cream ground with lovely floral designs in natural colours, also striated glass and Oriental effects, 50in., from **2/11½** to **4/11**.

Beautiful self-patterned Damasks, striped Satins, mercerised Poplins and Reps, substantial Mattings, Canvases and Corded Cloths, exquisite Artificial Silks, rich Woven Tapestries, etc., etc.

Allen's 116 page Colour Catalogue of beautiful fabrics, describing Durobelle, Cretonnes, Shadow Tissues, Tapestries, Muslins, Nets, Laces, etc., etc., now ready (1922 issue, twelfth year). Free and post free. Mention this paper.

J. J. Allen Ltd

Department C
BOURNEMOUTH
All letters to Bournemouth please.

London Showrooms: 188, Sloane Street, S.W.



Replaced free if colours fade

Wonderful Value in
FANCY VOILE
JUMPERS

This attractive jumper is made by our own workers from good quality fancy voile in effective designs, of which sketch is an example. Full fronts with becoming shaped collar, finished with veinings, and ribbon at waist.

In black/white, white/rose, white/heliotrope, white/saxe, white/navy, white/sand, and other effective designs and fashionable colours.

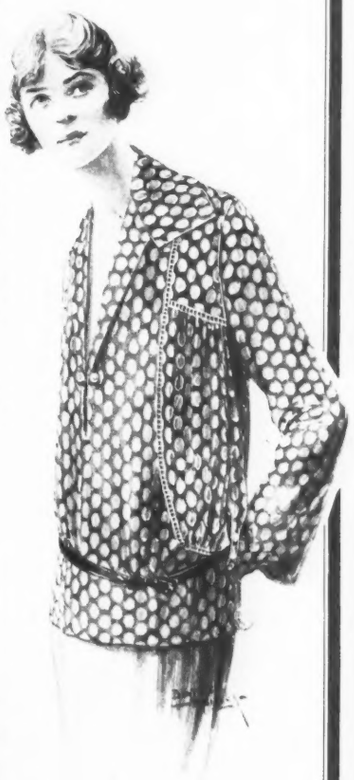
PRICE **21/9**

SENT ON APPROVAL.

THE RAVAGES OF MOTH

Store your furs in our freezing chambers. Particulars of new combined Fur Storage and Insurance against all and every risk sent post free on application.

Debenham & Freebody
Wigmore Street,
(Cavendish Square) London, W. 1



Catalogue post free.

NEW HATS
OF EXCLUSIVE DESIGN.



The Hat illustrated will be found in our Model Millinery Department on the First Floor.

Pretty SAILOR HAT in canvas straw, with brim of new wool and silk material. In flame, cornflower, beige, nut brown, jade, etc.

PRICE
4 Guineas.

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W 1

Harvey Nichols of Knightsbridge

Cosy Undergarments
made of the
Cobwebbed Knitted Gauze Lace Wool

Hosiery Dept., Ground Floor

A perfectly ideal garment for early Summer wear is this dainty princess petticoat made of the new and effective cobwebbed knitted gauze lace wool.

In pink, white, lemon, straw, beige, grey, saxe, sky, mauve, or black.

42/9



VALUE IN KNITTING SILKS

Artificial Silk for Knitting and Crocheting, very bright and lustrous, and of excellent quality. Black, white, and a large assortment of colours.

4/6 a hank of 4ozs.

Artificial Silk, crêpe finish, for Knitting or Crocheting, in a variety of seasonable shades, black, white, and colours.

5/11 a hank of 4ozs.

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, LONDON, S.W.1.

FASHIONS IN FURNISHINGS

THE spring, which has come so slowly up this year, is at last declaring itself plainly, and the time has come with it for taking stock of ourselves and our possessions and seeing whether we fit at all into the wonderful new colour scheme of the world. If household things are not shabby they are probably desperately old-fashioned, for the taste of the furnishing world has been changing very rapidly. For instance, those Jazz stripes and patterns on curtains and chair-covers, which were so popular a couple of years ago, are quite as dead now as good Queen Anne herself. They were never very lovely, but they satisfied the frantic longing for colour and life, however garish, in a world which had only just risen from four years of death. The new designs in cretonnes and chintzes—in fact, in all furnishing materials—are a very different matter, much more in harmony with the reality of flowers and trees out of doors, much more restful to live with than they were. Manufacturers have in a few cases gone back to patterns of twenty or thirty years ago, notably in that lovely design of opium poppies which everyone must have seen somewhere at least once in a lifetime, and in two or three delightful chintz-like patterns which seem to be inspired by the decorations on a Coalport china cup or have the quaint charming dotted background round each group of flowers which was the mode very long ago. Among the 2,000 designs which Messrs. Williamson and Cole of High Street, Clapham, have to show, every fancy, every dream must surely find its reality. To look through them is to become a house-decorator at once. "This with dull blue curtains and cushions just this shade," or "that with a black carpet," you say to yourself; and if you are very, very brave you plan a sunset room made warm and glowing with one of the lovely new "shadow tissues" with a *russet* coloured ground which are quite the newest idea in furnishing fabrics. Of course, Messrs. Williamson and Cole are very nearly as well known for made-up curtains as for fabrics and have several designs to offer in which the cleverest and most individual use of cretonne designs applied to a striped material is exemplified. The Alington curtain, white with a black, blue, brown or green stripe and a border of black with a flower garland above it, exquisitely toned with the stripe, is something quite out of the common and delightful.



THE GRANDFATHER CHAIR.

Another change in household taste is that which decrees absolute comfort without any exaggeration of outline. Among dozens of chairs and settees, varying from the Kelim settees at 48 guineas, which are just the thing for the hard wear of a hall or armoury, to the dainty and extraordinarily cheap little Marquise suite in which two chairs and a settee cost only £30, two particularly striking chairs have been chosen for illustration here. The Lounge *de Luxe*, down stuffed and perfect in its ease, is the ideal chair for complete rest and relaxation; it costs only 25 guineas.



THE LOUNGE DE LUXE.

The Grandfather chair, copied from a real old Chippendale model, will appeal to older folks who do not care to lounge, and to anyone who wants a really comfortable armchair for many hours' use at a stretch; £12 19s. 6d. is its very modest price.

Clapham High Street may sound out of the way to those who have never been there, but, since a tram from Victoria takes one to Messrs. Williamson and Cole's very door in seven minutes, and 'buses from Trafalgar Square in only a little longer, that impression is quite unfounded.

The Marquess and Marchioness of Crewe are kindly permitting the Annual Meeting of the Invalid Children's Aid Association to be held at Crewe House, Curzon Street, on Tuesday, May 2nd, at 3 p.m. Lord Burnham will preside, and Sir Owen Seaman, Lady Helen Whitaker and Dr. Barcroft will be among the speakers. Tickets can be obtained from the Secretary, 117, Piccadilly, W.1.

Harvey Nichols of Knightsbridge

FASHIONABLE ELASTIC BELTS

French buttoned Elastic Belt, perfect fitting, white or pink, two pairs suspenders.

42/9

Also shorter Belt, elastic front, suède back, button each side, 21 9

Outsize, 25 9



WIDE RIBBED CASHMERE HOSE, summer weight, suitable for either town or country wear, in putty, coating, nigger, mole, tan, grey and covert. 7/6 per pair.



HARVEY NICHOLS & CO., Ltd., Knightsbridge, LONDON, S.W.1

By Appointment.

BRAND'S



A1 SAUCE

The Original Thick Sauce

PRICES REDUCED

1/- size now 10½d. 1/3 size now 1/-

BUT THE QUALITY AND FLAVOUR is still MAINTAINED at the Peculiar Perfection which has won for it the WORLD WIDE Reputation it has enjoyed for nearly 100 years.

The Sauce for Kings — The King of Sauces

Sold at all High-Class Grocers, Stores, etc.

BRAND & CO., Ltd., Mayfair Works, Vauxhall, London, S.W.8

Makers of the well-known

BRAND'S ESSENCE OF BEEF, CHICKEN OR MUTTON

ALL THE BEST PROVINCIAL MILLINERY HOUSES SELL

MAISON LEWIS
PARIS MODEL HATS

THESE MODELS ARE DESIGNED IN MONSIEUR LEWIS' PARIS ATELIERS AND ARE NOT MODIFIED TO SUIT THE SO-CALLED ENGLISH TASTE, NOR IS THE SAME MODEL TURNED OUT BY THE THOUSAND

MAISON LEWIS

152, REGENT STREET, W.1
AND
16, RUE ROYALE, PARIS

'PHONE: 9420 GERRARD. Louise & Co., Ltd.

INEXPENSIVE AND ATTRACTIVE
SILK FOULARD
TEA FROCKS
AT SPECIAL PRICES

THE value of these Tea Frocks is quite exceptional. They are made by our own skilled workers and they follow the latest trend of fashion as expressed in the newest French models.

"LAURA" Popular Tea Frock in good quality French silk Foulard, new fuchsia bodice with inserted open sleeves and collar vest and cuffs in ivory silk Georgette with full panel skirt. In cerise/white, jade/white, saxe/white, brown/white, copper/white, fuchsia/white, mole/white, navy/white, black/white, and white/black.

Exceptional Price
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Outsizes 21/- extra.



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VERE STREET AND OXFORD STREET
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WONDERFUL VALUE IN GEORGETTE Cami-Knickers

This dainty and attractive garment is an exact copy of a Paris model, and is made by our own workers from pure silk Georgette, and the cut, shape and finish is excellent.

CAMI-KNICKERS (as sketch), in pure silk Georgette, new long bodice and pleated skirt, daintily trimmed with fine lace and hem-stitching. In pink, sky, yellow, ivory, black, mauve, and coral.

PRICE **39/6**

In good quality triple ninon or crêpe de Chine. In pink, yellow, sky, mauve, and ivory, **49/6**

In pure silk crêpe Jersey. In ivory, mauve, and yellow, **49/6**

Dainty Lace Boudoir Cap, **21/9**

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FURS AT SUMMER PRICES.
An immense stock of high-grade Fur Coats, Stoles and Muffs at Summer Prices. All Furs purchased now will be stored free of charge until the end of the year.

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ATTRACTIVE SCARVES FOR SPORTS WEAR

Charming Novelty in Ribbed Woollen Wrap, delightful for seaside and sports wear, with contrasting colour to form collar.

White/lemon, lemon/white, saxe/lemon, putty/saxe, putty/nigger, putty/jade, grey/white, putty/lemon, also in self shades of grey, white, black and lemon.

29/6

NEW SILK FOULARDS FOR SUMMER WEAR.
Special purchase of a stock of French Foulards comprising over 100 pieces of newest designs and colourings, also stripes and spots.
40 inches wide **8/11** per yard.
Patterns Post Free on request.
Kindly state colourings preferred.



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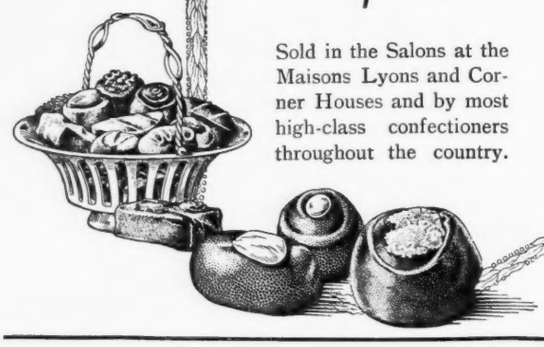
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4/- lb.

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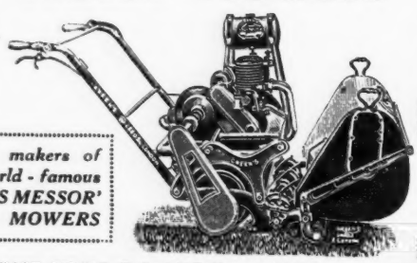
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MATTERS OF INTEREST

SHIPS AND GARDENS.

RECENT reports as to the condition of Nelson's Victory have called attention to the fact that the wooden walls of Old England are very rapidly vanishing out of sight. The indefinite preservation of ancient battleships amounts almost to an impossibility, but Messrs. Castle, of Baltic Wharf, Millbank, Westminster, S.W., have for many years manufactured mementoes of the ships it is the business of their firm to break up, which are not only useful, but full of the charm of association. Since 1838, when Castle's Ship-breaking Company was established over eight hundred ships, representing over 1,200,000 tons and including the "Fighting Temeraire" herself, have been broken up, the teak timber from them being carefully reserved for the manufacture of Castle's celebrated garden furniture. This thoroughly seasoned timber requires neither paint nor varnish, and can be left out of doors all the year round. To be burnt as firewood logs is the fate of the less valuable wood. A visit to Messrs. Castle's Showroom and Museum at Baltic Wharf is well worth while, or an illustrated catalogue will be sent on request.

WEED CUTTING IN ORNAMENTAL WATERS.

Readers who were interested in the article, "Clearing Weed-logged Waterways," which appeared in our issue of November 12th, 1921, will not be surprised to learn that the Corporation of Bedford has just given the Saunderson Tractor and Implement Company, Limited (Bedford), a repeat order for one of their motor weed-cutting launches. The previous launch, purchased by the Corporation nineteen years ago, has been continually at work giving every satisfaction.

THE ROYAL EXCHANGE ASSURANCE.

We have received the report and accounts of the Royal Exchange Assurance (Royal Exchange, London, E.C.3), from which the following interesting facts may be quoted: 2,781 new proposals were completed; the total premium income for 1921 showed an increase of £18,717 over that of 1920; the total dividend paid (less income tax) on the capital stock of the Corporation amounted to 16 per cent. A highly satisfactory report, both for the shareholders and the Court of Directors and from the point of view of the nation, for such reports are straws pointing the way of the wind of trade, which in this case points towards a steady improvement.

A HUNDRED YEARS OF TOP HAT MAKING.

At first glance the hat, particularly the top hat, may appear as a too commonly inviting subject for the exercise of wit, but Mr. George R. Sims, in "One Hundred Years After," the brochure which he has written to mark the centenary of the well known firm of Messrs. Henry Heath, Limited, of London, has proved that even of this obvious subject for a *jeu d'esprit* there is much left that can well and wittily be said. Of course, it is not for top hats alone that "Henry Heath" is famous. Women, and particularly sportswomen, have long regarded Heath hats as being in a class by themselves, and one of the firm's most treasured possessions is a hat made for Queen Victoria which she liked so much that it was afterwards returned to act as a model for further productions. It is interesting to note that H.R.H. the Prince of Wales, her great-grandson, has given Messrs. Henry Heath his Royal Appointment.

HELP IN THE HOME.

No woman to-day thinks home-making and the work it entails beneath her dignity, but many educated women, and particularly those who, either as amateurs or professionals, are followers of one of the arts, are occasionally appalled at the tendency that exists in housework to develop into absolute drudgery. The truth is that a house is not really different from a factory or a workshop so far as the work done in it is concerned, except that it covers a wider field, and the latest and best tools are equally necessary for it and would be insisted upon if the work were done in competition for profit and not individually for comfort. Such a "tool" as the "Darenta" Six Minutes Washing Machine, which cleans a tubful of soiled clothes at a sixth of the laundry cost, ought to be found in every well equipped household. It is made by Messrs. Vickers, Limited, Vickers House, Broadway, Westminster, S.W.1, who are also the manufacturers of another great labour-saver, the excellent, simple and strong Improved Vibrating Shuttle Sewing Machine.

FOR LOVERS OF GOOD MUSIC.

Among the most interesting developments of mechanical music a high place must be accorded to Hupfeld's Animatic Artist Rolls. Each of these rolls reproduces the technique and phrasing of some celebrated pianoforte player, in all 165 eminent artists, including Busoni, Backhaus, Lamond and Grieg. Messrs. Bluthner and Co., Limited, of 7-13, Wigmore Street, W.1, are the sole concessionaires and will gladly send further particulars to enquirers, or four rolls on approval. One of the most interesting features of their arrangements must, however, be mentioned—for 6 guineas a year one may subscribe to a circulating library of rolls, receiving them at the rate of twenty-four a month, and thus being free of a musical library of some thousands of pieces of the world's finest piano music played by the world's finest pianists.

"ALL ABOUT LAWN TENNIS."

This is the title of a very neat little handbook which Messrs. W. H. Gaze and Sons, Limited, 10, Conduit Street, W., have published this spring and are sending to customers who ask for it. It contains articles by Mrs. Lambert Chambers, A. E. Crawley and Hamilton Price, and gives the "Laws of the Game," the winners of the grass tournaments of 1921, and the tournament fixtures for 1922. At the same time, the "Rules and Regulations" and the conditions of membership of that useful body, the Public Parks Lawn Tennis Association, reach us. The address of the Association is 49, Queen Victoria Street, E.C.4.

"A CIGARETTE IN TEN THOUSAND."

This is the phrase in which a connoisseur summed up the merits of Cavalla Cigarettes. Anyone who smokes a good deal will appreciate the exquisite perfection of Cavallas, which make a delightful change after a course of other brands, because there is something really distinctive about them, whether Turkish, Egyptian Blend, Virginia or Russian be preferred. Cavalla Smoking Mixture is made up in 1 oz., 2 oz. and 4 oz. packets. The Cavalla Cigarette Company, 86, Southampton Row, W.C.1, are their manufacturers.



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Jaeger Pure Wool "Taffeta" makes ideal nightwear—night-dresses or pyjamas. It is made of such fine yarn and so closely woven, that the fabric looks smart, and at the same time it is delightfully cosy.

JAEGER NIGHTDRESS
Style 153 (*as illustrated*)
Pure Wool "Taffeta"
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456, Strand, W.C. 2
30, Sloane Street, S.W. 1
102, Kensington High Street, W. 8
131A, Victoria Street, S.W. 1
85 and 86, Cheapside, E.C. 2

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(BLUE AND GOLD LABEL)



IT is the *Original* and *Guaranteed Pure—Full Strength*—with the *Lasting Fragrance.*

At the Dance

always use the cooling and refreshing "4711." Inhaled, this delightful perfume quickly banishes that tired look or feeling of fatigue, restoring brightness to the spirits and charm to the appearance.

A FEW DROPS of this absolutely pure and original "4711" in the washing basin daily—morning and night—cleanse the pores of the skin and improve the complexion.

SOLD EVERYWHERE.

SUMMER HATS
OF EXCLUSIVE DESIGN



Gathered Taffeta Hat, a copy of a Reboux model. In black, navy and nigger.

PRICE
6½ *Guineas.*

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OUTWARDLY decorative and inwardly delicious—that is the striking quality of each Chocolate in FRY'S 'Prince of Wales' Assortment.

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Clean out the crank-chamber of your car and fill up with the correct lubricant

THE touring season has arrived. Motorists everywhere are commencing to make the fullest use of their cars. Already a large number of car owners, intent on getting the greatest enjoyment out of this season, have insured against engine troubles.

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Maximum power;
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TRAVELLING . . . . ARRANGEMENTS

IN view of the fact that many people are taking their holidays earlier this year the Great Western Railway Company, in planning their arrangements for Whitsuntide, have made a special feature of longer bookings, for a week or a fortnight. Excursion bookings at cheap fares to a great many stations will be made at Paddington on Friday, June 2nd, available for return on June 5th, 6th, 9th or 16th. There will also be special excursions to Ireland and the Channel Islands, and the reduction on the cost of travelling is a very substantial one. The Great Western Railway are now issuing Saturday to Monday week-end tickets, and from Whitsuntide onwards excursions for a week or a fortnight will be run to many popular holiday resorts. The G.W.R. has just published its 1922 edition of "Holiday Haunts," price 6d. at the Company's stations, or 1s. 3d. from the Superintendent of the Line, Paddington Station, W.2. It is a very handy booklet and will be of the greatest assistance to numbers of people.

A similar publication is the Great Northern Railway Company's "Holiday Resorts Guide," particularly interesting to anyone intending to go North, which is to be obtained free at any of the Great Northern Railway Offices, or from the Superintendent of the Line, King's Cross Station, London, N.1. The G. N. R. Company also opportunely announces that a through sleeping-car to Fort William on the 7.30 p.m. train from King's Cross will, after May 22nd, run each week-night except Saturdays, and that, after June 1st, a through carriage to Scarborough will be attached to the 1.40 p.m. luncheon-car express from King's Cross.

The Midland Railway has also arranged an extensive programme of excursions to be run from St. Pancras during Whitsuntide, bookings being for three, four, seven or fourteen days. On June 2nd there will be special excursions for Glasgow, Edinburgh and other parts of Scotland, leaving St. Pancras at 10 p.m. for five, six, eight or fifteen days. The fares will be on a basis of a single fare and a third for the double journey, the minimum fare being 10s.

Those who intend to go further afield for their holidays will be interested to hear that the Paris, Lyons and Mediterranean Railway Company, whose English office is at 179, Piccadilly, W.1, announces that, until November 2nd, excursions by motor car in the Forest of Fontainebleau will be run daily, in conjunction with trains from Paris. During the month of May a special carriage will be run between Paris and Evian-les-Bains, attached to the 8.45 p.m. train from Paris (Gare de Lyon).

Further afield still is the interesting cruise of the Royal Mail Steamer Hildebrand, of the Booth Line, from Liverpool, which will leave Liverpool on June 2nd and July 28th for Brazil, calling at Oporto, Lisbon, Madeira, and go 1,000 miles up the Amazon. Fares range from £80 to £100 for a six weeks' tour.

The arrangements made by the London, Brighton and South Coast Railway for the Whitsuntide holiday are very far-reaching and will, no doubt, attract a very large number of visitors to the South Coast resorts. Fast trains and numerous cheap tickets will be the order of the day. Special services have been arranged by the popular Newhaven and Dieppe route for the conveyance of visitors to Paris and all parts of France, Switzerland and Italy, daily. Cheap excursions for one to fifteen days to Paris will be run on Thursday, Friday, Saturday, Sunday and Monday, June 1st to 5th, at return fares of 81s. 10d. (first), 60s. 10d. (second) and 40s. 10d. (third). Passports are unnecessary for week-end visits to Dieppe. Week-end tickets between any two stations (with few exceptions) are now issued by all trains every Saturday, available for return by any train on Sunday or Monday.

Those who contemplate a Whitsuntide on the Continent will be glad to hear that the South Eastern and Chatham Railway Company are issuing cheap tickets to Paris by the Calais and Boulogne short sea routes daily from June 1st to 5th inclusive, available to return on any day within fifteen days. Tickets with a similar validity will also be issued to Brussels *via* Dover-Ostend and Dover-Calais. Passports will be essential both to Paris and Brussels. Special tickets, without passports, will be issued to Boulogne, Calais and Ostend on Friday, Saturday and Sunday, June 2nd, 3rd and 4th, available for return on any day up to the following Wednesday. Week-end tickets for seaside and country stations are also being issued.

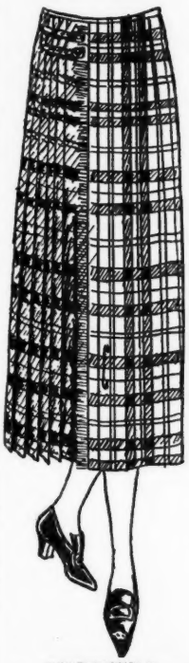
A MOTOR ATTACHMENT FOR PUSH MOWERS.

This time of the year, when the question of lawn-mowing is very much to the fore, both to the owners of gardens large and small and to anyone connected with the keeping in order of tennis courts or other sports grounds, the famous Atco Motor Mower has proved itself the ideal machine for such work. Many people already possessing push, or pony, mowers have wished it were possible to transform these into motor mowers. Their desire can now be accomplished, and in the fairest possible fashion, for the makers of the Atco Motor Mower—Messrs. Chas. H. Pugh, Ltd., Whitworth Works, 7, Tilton Road, Birmingham—have made arrangements to undertake this work with the aid of the Atco Motor Attachment. Messrs. Chas. H. Pugh, Limited, do not themselves believe that a motor attachment can give quite perfect satisfaction, for the reason that no frame of a push, or pony, mower was ever designed to take the enormous stresses and strains imposed by the motor in action. They have, therefore, arranged to fit an Atco Motor Attachment—which is the identical motor and drive used in the Atco Motor Mower—to an existing push, or pony, mower, and if, after trial, the customer prefers to have a complete Atco Motor Mower, the makers are prepared to collect the Atco Motor Attachment and rebuild it into the Atco body. In this case the charge is £75, which is the sum which would have been paid had an Atco Motor Mower been purchased at first. If the customer is satisfied with the Atco Motor Attachment the charge is, of course, much less.

ENJOYABLE PHILANTHROPY.

One of the most attractive dissipations of the season is the Theatrical Garden Party, in aid of the Actors' Orphanage, which is to be held in the Royal Hospital Grounds and Ranelagh Gardens, Chelsea, on June 23rd. A great many well known people are assisting in all sorts of clever ways, and it should prove, as usual, one of the happiest instances of philanthropy combined with enjoyment.

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"CALEDONIA."
Man-tailored Skirt in a large variety of leading Clan Tartans. This Skirt is adaptable for sports or general wear, and is an exact copy of the Officer's Kilt as sketched in McPherson Tartan. Also in Princess Mary Tartan.
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Real Antelope Buckle Brogues for Golfing, in Nigger, Fawn, and Grey, **63/-**

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Knitted Woollen
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This attractive Knitted Woollen Wrap Coat is made exclusively for Debenham and Freebody from soft fleecy yarn, very light in weight, and is an ideal garment for wearing after tennis and other summer sports.

KNITTED WOOLLEN WRAP COAT (*as sketch*), made exclusively for Debenham & Freebody from soft fleecy yarn, quite light in weight, a useful wrap for tennis or seaside wear. In white and many fashionable shades.

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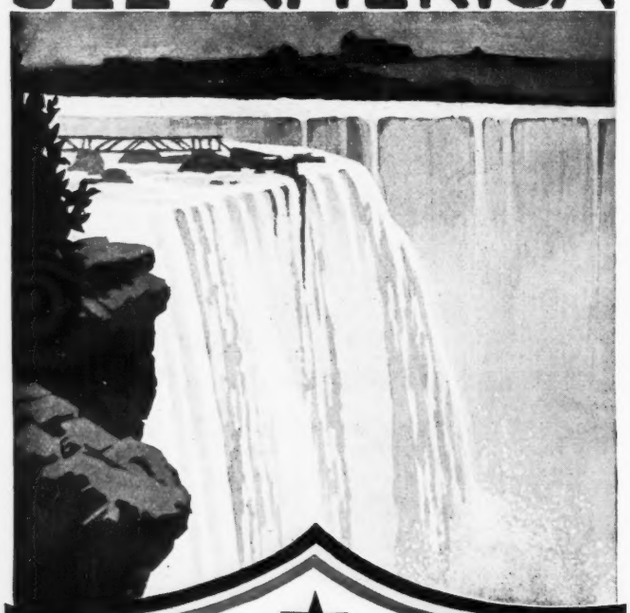
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A VARIETY OF TOPICS

THE KITCHEN OF THE REFORM CLUB.

MONSIEUR ALEXIS SOYER, the famous chef, was in command of the kitchen of the Reform Club, Pall Mall, when it was originally fitted up in 1842 by Messrs. Benham and Sons, of Wigmore Street, London, W. The kitchen is to be entirely modernised and re-equipped this summer, and Messrs. Benham are again entrusted with the work. The present Managing Director, Mr. S. J. Benham, is the grandson of Mr. J. Lee Benham, who carried out the contract in 1842. A few of the original fittings of the kitchen appear still to be in existence after eighty years' wear!

THE FASHION AND MEN'S HATS.

To a woman, perhaps, or a casual observer, the difference in the shapes and styles of men's hats, from year to year, may not seem to be acute, but it is all too painfully evident in a concrete example. As with men's fashions so with women's, there is a subtle sympathy between the lines of the various garments. The suit of to-day will not go with the hat of the year before last satisfactorily; there is a lack of harmony about them which any fastidious person will at once recognise. The divergence in design dictated by fashion is often very slight, in spite of its infinite importance, and it is seldom achieved at the first moment of its introduction by any but the best hatters; that is why, as the well dressed man knows to his cost, it is impossible to obtain a satisfactory hat from a second-rate firm. Few, if any, hatters stand higher in the estimation of people who know than Messrs. Scotts of 1, Old Bond Street, London, W. Their shop, at the corner of Piccadilly, is a veritable Mecca of well dressed men, who, from all over the world, as soon as they get to London, go to Scotts' for a hat. Messrs. Scotts have just issued a little booklet of fashions for this year which is well worth acquiring, illustrating as it does silk hats, stiff and felt hats, soft felt hats, panamas—both the informal style and the alpine shape—caps, tweed hats, silk hats for hunting and tweed hats for the sportsman, and solar topees for the Tropics. For many years Messrs. Scotts have been known as makers of the velvet hunting cap, worn by members of various hunts.

THE MAKING OF A GARDEN.

However well a garden may be cultivated, the design upon which it is laid out and the objects which are used in it to enhance the interest are still important, and are still responsible for a great deal of the delight a perfectly planned and kept garden gives. Messrs. Ernest Dixon of



LEAD TANK OF FINE DESIGN. DATE 1708.

West Hill Nursery, Putney, S.W.15, who are responsible for the pretty little rock garden erected on the stage of the Winter Garden at Ranelagh, have all sorts of interesting articles for the garden. A case in point is the fine old lead tank illustrated here.

FOR REDECORATION.

A mistake which many people make in the matter of house redecoration is that of taking their work to some small firm of whom nothing is known, rather than to one whose name is a guarantee everywhere. The larger the firm the greater the scope for carrying out work quickly and effectively and with expert knowledge. Messrs. W. Willett, Limited (Sloane Square, S.W.1), whose name is well known throughout the world in connection with buildings, small and large, specialise in "Period" redecoration and reconstruction. The knowledge and technique at their command enables them to ensure that delicacy and accuracy of detail in renewal essential in this class of work. From their building and decorating departments advice on every description of construction and reconstruction may be obtained.

RICHMOND ROYAL HORSE SHOW.

On June 8th, 9th and 10th the Richmond Royal Horse Show takes place this year. Stabling for 500 horses is erected, and the famous lawn is looking more beautiful than ever, Messrs. Sutton, of Reading, having planted it on a particularly attractive plan.

A SCHOLARSHIP FOR THE VIOLIN.

The Guildhall School of Music is offering for competition a scholarship for violinists in memory of the late Professor John Saunders. The last date for receiving entries is June 1st, and application forms may be obtained at the School, John Carpenter Street, E.C.4. The scholarship is worth £50 a year, and all candidates must be British born and not over twenty-five years of age.

FOR WELL HUNG CURTAINS.

In connection with that excellent little invention, the Challenge Curtain Runner, it should be mentioned that Messrs. Chalco, Limited, have their head office in Birmingham at 49, Summer Row.

CHILDREN'S CLOTHES

Our Children's Department is one of the most interesting sections of our business, and we have a world wide reputation for the dainty and exclusive character of all our productions. Every garment is designed by our own expert, and made on the premises by our own workers from high grade materials that we can recommend with every confidence.

SMART REEFER COAT for little boy or girl in fine white pique, trimmed collar of sky blue linen.

	PRICE
Size for 2 years	55/9
,, 3 ,, ...	59/6
,, 4 ,, ...	65/9
,, 5 ,, ...	69/6

LITTLE BOY'S SUIT in the same material, to wear under coat, comprising shirt and knickers. In size for 2 years 59/6

In other sizes at proportionate prices.

LITTLE GIRL'S FROCK in the same material, to wear under coat. Size for 2 years 59/6

In other sizes at proportionate prices.

HAT, in fine Dunstable straw, trimmed ribbon 29/6

SENT ON APPROVAL.



Debenham & Freebody
Wigmore Street, (Cavendish Square) London, W. 1

CATALOGUE POST FREE.



PRINCE of WALES
CHOCOLATES
THE MERE SIGHT ALONE OF THE OPEN BOX IS AN IRRESISTIBLE ALLUREMENT

4/6 per lb. **FRY'S** 2/6 per ½ lb.

"Tengol"

There's something about a "Tengol" that distinguishes it from any other washing frock!

The fabrics are so fine—the tailoring so perfect, the price moderate.

"Tengol" Dresses are carried out in White Voile with woven stripe, Striped Spun Crêpe-de-Chine and Silk in a variety of smart patterns and fast colours, also in Piqué for Sports and Holiday wear.



DRESSES

To South America

RMSP **PSNC**

The ROYAL MAIL STEAM PACKET COMPANY
ATLANTIC HOUSE, MOORGATE E.C.2.
& AMERICA HOUSE, COCKSPUR ST. S.W.1

The PACIFIC STEAM NAVIGATION COMPANY
GOREE, WATER STREET
LIVERPOOL

GRANDE MAISON DE BLANC

DEAUVILLE
(L'ÉTÉ) RUE DÉSIRÉ LE HOC

PARIS
6, BOULEVARD DES CAPUCINES
(No Branch in America)

CANNES
43, RUE D'ANTIBES
(Winter)

TABLE & BED LINEN, HANDKF'S, ETC.

WOVEN BY HAND ON OUR OWN LOOMS

LADIES' LINGERIE

LOUVET FRÈRES, Proprietors

LONDON
64, NEW BOND STREET

O. BOYER, Director, formerly of New-York

Take the Road to Economy

Correct Lubrication will get you there safely. Without it you travel the road to Expense.

EVERY TIME you say "Give me some oil," you depart from the road to economy and travel along the road to expense.

If you do not specify Gargoyle Mobiloil, and demand just "oil," you risk making the sacrifice of that economical running which is obtained from Correct Lubrication.

The request "Give me some oil" implies that you may be indifferent to Lubrication economy. Why tempt Providence?

EVERY TIME you say "Give me a can of Gargoyle Mobiloil—the correct grade for my car," you smooth the way to operating economy. You get oil of the very highest quality, whose body and character scientifically fit the needs of your car. You will rarely find either a dealer or an experienced motorist who does not look upon Gargoyle Mobiloils and the Chart of Recommendations as the standard of correct lubrication.

The Chart of Recommendations, accurate and authoritative, will guide you to correct lubrication and economy. You can refer to the complete Chart at any garage, or write for "Correct Lubrication," an interesting booklet containing a complete copy of the Chart—sent post free on request.

Gargoyle Mobiloils are sold by dealers everywhere

GARGOYLE — REG^D TRADE MARK.

Mobiloils

A grade for each type of motor

VACUUM OIL COMPANY, LTD.,
CAXTON HOUSE, WESTMINSTER, LONDON, S.W. 1.
Telegrams: "Vacuum, 'Phone, London." Telephone: Victoria 6620 (7 lines).

WALTHAM
MOTOR LAWN MOWERS
VELVET LAWNS AT LESS COST

20 inch Ransomes' Mower 2 H.P. Sin. Cyl. Motor **£47 10s**

24 inch Ransomes' Mower 3½ H.P. Twin. Cyl. Motor **£65**

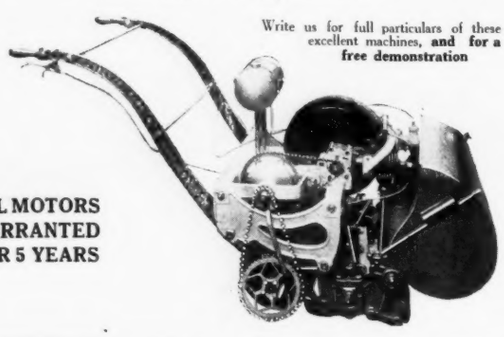
WITHOUT doubt, WALTHAM MOTOR LAWN MOWERS are the finest yet produced. These efficient, light and perfectly balanced mowers will cut an acre of lawn for less than 2/-, all the labour necessary being one intelligent lad.

To the man who employs gardeners, they must prove a fine investment.

THEY SAVE THEIR COST in labour alone in a season, and other points worthy of note are: low upkeep, silent running, simple controls, and absence of vibration.

They are made in sizes from **18** to **36** inch, prices ranging from **£45** to **£300**. ¶ We can convert your hand mower into an efficient Motor Mower for a very moderate cost.

Write us for full particulars of these excellent machines, **and for a free demonstration**



ALL MOTORS WARRANTED FOR 5 YEARS

THE WALTHAM ENGINEERING COMPANY, LTD.
(Dept. 11), Waltham Cross, London, N.
C.L.2. *West End Showrooms:* **136, Charing Cross Road, W.C. 1** W.A.A

OMNIUM GATHERUM

NEW FLATS FOR OLD HOUSES.

MANY people now are interested in the conversion of larger houses into self-contained flats, and for carrying out such work no firm has a better reputation than Messrs. William Whiteley of Queen's Road, Bayswater. Their surveyors call on intending clients or their architects and give advice or estimates, and the work is carried out with quite surprising quickness. The reconstruction of interiors, with charming effects and perfect with up-to-date sanitary, heating and lighting conveniences, is Messrs. Whiteley's special *forte*. Builders are so notoriously slow that Messrs. Whiteley should profit considerably by their own guarantee of speed.

A HINT FOR THE HOUSEKEEPER.

Nothing makes a room look shabby and uncared-for more quickly than if a floor of wood—or covered with linoleum—looks scratched and dull. Many a housewife will be glad to hear of the Tessaline Floor Varnish, manufactured by Messrs. R. Ingham Clark and Co., Limited, West Ham Abbey, London, E.15. To coat wood or linoleum once a year with Tessaline is a comparatively easy operation and ensures a non-slippery gloss for the rest of the year, all that is necessary being to remove with a broom any dust that may accumulate; while, once in three or four weeks, the surface may require to be washed over with a flannel and tepid water. The easiness of this compared with the hard work of wax polishing will be Tessaline's best recommendation. It is made in extra pale shades for use with light woods and delicately coloured linoleum or floorcloth. Of course, another result of such treatment is that the surface of linoleum or oilcloth is preserved, and the pattern does not disappear in wear after the distressing fashion one knows so well.



THE ROYAL HUNT CUP FOR ASCOT, 1922.

VARZY'S TROPHY.

The Royal Hunt Cup for 1922 is a two-handled flask-shaped cup and cover in the style of the French Renaissance. The body is ornamented with spiral fluting, swags and scroll work. The handles are formed by two winged female figures resting on laurel roll and terminating in mask, from which spring two dolphins, one on either side. The cover, which is decorated with acanthus leaves, carries the winged horse Pegasus striking the rock. It was made by Messrs. Garrard and Co., Limited, 24, Albemarle Street, London, W.1.

THE CHEAPEST HOLIDAY.

About four and a half million city children have been given a holiday in the country or seaside by the Fresh Air Fund since its inauguration. During the summer the Fund will be taking from six hundred to a thousand children daily to Epping Forest. Such an outing for such a number of children costs £13. A smaller number of children can be given this happiness at a proportionate cost, and all subscriptions are spent actually on the children and none on administrating the Fund. Anyone who wishes to send a thank-offering for their own share of the sea and the sunshine should address it to Mr. Ernest Kessell, Hon. Secretary of the Fresh Air Fund, at 17A, Henrietta Street, W.C.2.

HOME-MADE GARDEN FURNITURE.

The fascination of making things for oneself is very generally acknowledged, and is particularly heightened when it is combined with the attainment of the desired article at a very low price. The Homebilt Company, Limited, of 2, Florence Road, New Cross, S.E.14, specialises in the making of easily put together furniture for the garden of every description. The parcels of timber which they sell all complete can quickly be put together by an ordinarily handy person who possesses a screwdriver and a hammer. The seats, tables and trellis-work illustrated in their catalogue, with many other articles, are prettily designed and look worth much more than they cost.

A TOUR ROUND THE WORLD.

How many people have wished to take a trip round the world, but have been deterred by the difficulties of going alone or finding a suitable companion or making all the arrangements necessary! A tour from September, 1922, to May, 1923, has been arranged by Messrs. Hamer and Co., going outward to Canada, Honolulu, Fiji and New Zealand, and back *via* Australia, East Indies, Japan, Shanghai, Hong Kong, Straits Settlements, Ceylon and the Red Sea—35,000 miles of world journey. The inclusive cost of the tour is 900 guineas, and as the party is limited in number, anyone wishing to be included in it should write at once to 110-111, Strand, W.C.2, for further particulars.

MARLOW AMATEUR REGATTA.

Marlow Amateur Regatta, on Saturday, June 24th, opens the regatta season on the Thames. The fixture is now one of the most popular on the river.

AN UNFOUNDED RUMOUR.

A rumour has been circulated that the manufacturers of Player's "Navy Cut" Cigarettes are giving prizes or pensions in connection with collections of their cigarette cartons. We are happy to be able to say that this is absolutely without foundation.

Supplement to "Country Life."

COUNTRY LIFE

THE JOURNAL FOR ALL INTERESTED IN COUNTRY LIFE AND COUNTRY PURSUITS.

VOL. LI. No. 1329 [REGISTERED AT THE G.P.O. AS A NEWSPAPER.] SATURDAY JUNE 24th, 1922.

Published Weekly, Price ONE SHILLING. Subscription Price per annum. Post Free, Inland, 65s. Canadian, 60s. Foreign, 80s.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

BY DIRECTION OF TRUSTEES OF THE LATE F. E. COLMAN, ESQ.

SURREY

BETWEEN BURGH HEATH AND EPSOM DOWNS:

ADJOINING TATTENHAM CORNER AND EPSOM DOWNS STATIONS, AND ABOUT TWO MILES FROM EPSOM TOWN STATION.



THE VALUABLE FREEHOLD

RESIDENTIAL, AGRICULTURAL PROPERTY

OF

GREAT BURGH

extending to an area of about

609 ACRES

AND COMPRISING

A BEAUTIFUL FLINT AND STONE-FACED *MODERN MANSION,*

STANDING ABOUT 500FT. ABOVE SEA LEVEL, COMMANDING BEAUTIFUL VIEWS.

FITTED WITH EVERY MODERN CONVENIENCE, AND CONTAINING

FIVE RECEPTION ROOMS, BILLIARD ROOM, SIX PRINCIPAL BEDROOMS, FOUR DRESSING AND BATHROOMS COMBINED, TEN SECONDARY BEDROOMS, FOUR BATHROOMS, AND DOMESTIC OFFICES.

ELECTRIC LIGHT. *MODERN SANITATION.* *COMPANY'S WATER.*

GARAGES WITH CHAUFFEUR'S QUARTERS.

TWO IMPORTANT

AGRICULTURAL HOLDINGS,

including

"NORTH TADWORTH HOUSE,"

A GENTLEMAN'S RESIDENCE WITH MODERN CONVENIENCES.

Possessing exceptional

PROSPECTIVE VALUE FOR BUILDING AND DEVELOPMENT AS A GOLF COURSE.

COMPANY'S WATER MAIN INTERSECTS THE ESTATE.

TO BE OFFERED FOR

SALE BY AUCTION,

in the

HANOVER SQUARE ESTATE ROOM, ON TUESDAY, JULY 25th, 1922, at 2.30 p.m.

(UNLESS PREVIOUSLY DISPOSED OF PRIVATELY).



Solicitors, Messrs. ASHURST, MORRIS, CRISP & CO., 17, Throgmorton Avenue, E.C. 2.
Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

Telephone: Grosvenor 1210 (two lines).

ALEX. H. TURNER & CO.

69, SOUTH AUDLEY STREET, W.1; and at Guildford, Weybridge and Woking.

(For continuation of advertisements see page xlv.)



By order of H. A. Powell, Esq., J.P.

PICCARDS ROUGH, NEAR GUILDFORD (about one-and-a-half miles from Guildford Station, IN A MAGNIFICENT SITUATION, COMMANDING MOST EXTENSIVE VIEWS, 350FT. ABOVE SEA LEVEL). — A charming stone-built RESIDENCE, designed by Mr. NORMAN SHAW, containing hall, four excellent reception rooms, billiard room, eleven principal bedrooms, three dressing rooms, four bathrooms, six servants' bedrooms, good offices; the whole House excellently fitted and arranged; electric light, central heating, main water, modern drainage, telephone. EXCEPTIONALLY BEAUTIFUL GARDENS, with stone-paved terraces, lawns for tennis and croquet, Dutch garden, woodland walks, excellent kitchen garden and orchard, paddocks, etc.; small farmhouse, two lodges, two cottages, garage and stabling; squash racquet court and Eton fives court; the whole extending to about 20 ACRES. Freehold; Land Tax redeemed; tithe about £6. More land adjoining can be rented.

To be offered by AUCTION at Winchester House, Old Broad Street, E.C., on July 12th next, at 2.30 o'clock, unless previously Sold Privately.

Solicitors, Messrs. STEPHENSON, HARWOOD & Co., 16, Old Broad Street, London, E.C. Auctioneers, ALEX. H. TURNER & Co., 69, South Audley Street, W.1, and at Guildford.

Close to New Zealand Golf Course and one mile from station, in favourite residential district.

BRYNFORD, HORSELL (near Woking).—An attractive modern RESIDENCE, containing entrance hall, cloakroom, three reception rooms, billiard room, nine bed and dressing rooms, bathroom, excellent offices and servants' hall; electric light, gas, telephone, main water and drainage; stabling, garage; charming gardens of about ONE-AND-A-QUARTER ACRES.—Messrs. ALEX. H. TURNER & CO. will offer for SALE by AUCTION, at Winchester House, on July 12th (unless Sold Privately).—Full particulars of Solicitors, Messrs. BULL & BULL, 3, Stone Buildings, Lincoln's Inn, W.C.2; or Auctioneers, at 69, South Audley Street, W.1.

ONLY JUST IN THE MARKET.



Beautifully positioned in the lovely country south of Guildford and Dorking.

CHARMING OLD PICTURESQUE AND UNCONVENTIONAL RESIDENCE for SALE, with nine or eighteen acres. *Eight bedrooms, three dressing rooms, three reception rooms, two bathrooms, usual offices; lighting and Co.'s water.* Three cottages, stabling and garage; delightful and well-timbered old grounds, including spacious tennis lawn, meadowland, copse, etc.; in all eighteen acres.—Recommended by ALEX. H. TURNER & Co., 69, South Audley Street, W.1.



Within three-quarters of a mile of station, in beautiful country at St. Ann's Hill.

"THE GRANGE," CHERTSEY.—An attractive OLD-FASHIONED FREEHOLD RESIDENCE, modernised and in excellent order, situate on rising ground with open views; lounge hall, three reception rooms, billiard room, ten bedrooms, two dressing rooms, two bathrooms and usual offices. ELECTRIC LIGHT, GAS, CO.'S WATER, MAIN DRAINAGE, TELEPHONE; STABLING, GARAGE (man's room over), cowhouses, piggeries, etc. The GROUNDS are well laid out and matured, and include productive kitchen garden, orchard, paddock, tennis lawn, etc.; in all about THREE-AND-A-HALF ACRES.—Messrs. ALEX. H. TURNER & CO. will offer this Property for SALE by AUCTION (unless previously Sold), at Winchester House, E.C. 3, on Wednesday, July 19th, 1922.—Full particulars of Auctioneers, as above.

Telephone No.: 293 Regent.

NICHOLAS

(E. DUNCAN FRASER and C. H. RUSSELL)

Telegrams: "Nichenyer, London."

4, ALBANY COURT YARD, PICCADILLY, W.1; and at Reading.

ONE OF THE PLACES FAMOUS IN HISTORY



IN THE FAVOURITE NEWBURY NEIGHBOURHOOD.

THIS DELIGHTFUL OLD XVIITH CENTURY RESIDENCE, with an ESTATE of over 300 ACRES,

is for SALE. Built from the ruins of a famous Castle, occupying a commanding position 400ft. up, it contains sixteen bed, bath and four reception rooms (mostly panelled), square panelled hall, and old oak staircase.

STABLING. HOME FARM AND BUILDINGS.

Another farm and four cottages.

INEXPENSIVE GARDENS AND PARKLIKE MEADOWLAND.

One mile of a station with capital main line service.

Messrs. NICHOLAS, 4, Albany Court Yard, Piccadilly, W.1, and at Reading.

30 MILES OF LONDON

CLOSE TO SEVERAL WELL-KNOWN LINKS.



IN ONE OF THE BEAUTY SPOTS OF THE HOME COUNTIES.

THIS DELIGHTFUL OLD RESIDENCE, seated in the centre of a PARK of 100 ACRES.

Ten minutes' walk of a station.

Ten bed, bath, hall and four reception rooms; stabling, garage, farmery, two lodges, two cottages.

HIGH AND HEALTHY. LOVELY VIEWS. PERFECT SECLUSION.

WOULD BE SOLD, OR LET, FURNISHED,

FOR TWO OR THREE MONTHS, 12 GUINEAS PER WEEK.

Very strongly recommended by Messrs. NICHOLAS, 4, Albany Court Yard, Piccadilly, W.1.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

PRELIMINARY ANNOUNCEMENT. BY DIRECTION OF LT.-COL. PETER ORMROD.

LANCASHIRE

BETWEEN LANCASTER AND PRESTON.

THE IMPORTANT RESIDENCE, SPORTING AND AGRICULTURAL ESTATE, known as

WYRESDALE PARK, SCORTON



extending to

ABOUT 2,170 ACRES

including WYRESDALE PARK, a Country Mansion seated in a picturesque park and possessing extensive views towards Morecambe Bay; suite of five reception rooms, ten principal bedrooms, five bathrooms, and servants' accommodation; garages and stabling; matured gardens. FIRST-RATE GROUSE MOOR AND LOWLAND SHOOTING. Excellent lake, sea trout and brown trout fishing. Several Dairying and Stock-rearing Farms and well-placed woodlands.

TO BE OFFERED FOR SALE BY AUCTION EARLY IN SEPTEMBER (UNLESS DISPOSED OF PREVIOUSLY) AS A WHOLE OR IN LOTS.

Solicitors, Messrs. ROBINS, WESTLAKE & DOMINY, 17, Portland Terrace, Southampton.
Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

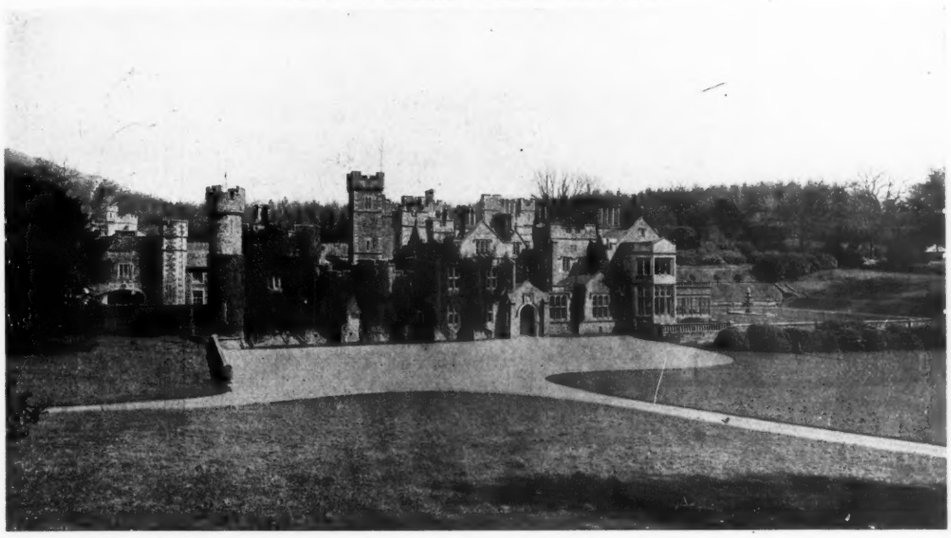
BY DIRECTION OF MAJOR JOHN H. UPTON.

WEST RIDING OF YORKSHIRE AND WESTMORLAND BORDERS

One mile from Sedbergh and ten miles from Kirby Lonsdale and Kendal respectively, eighteen miles from Windermere, nine miles from Oxenholme (L. & N.W. Ry.), with an excellent service of fast trains, ten miles from Hawes Junction (N.E. Ry.), and Sedbergh Station (L. & N.W. Ry.), Ingleton Branch on the Estate.

THE HISTORICAL RESIDENTIAL, SPORTING AND AGRICULTURAL PROPERTY, known as

THE INGMIRE HALL ESTATE



with the WELL-PRESERVED CASTELLATED MANOR HOUSE (dating from early in the XVIth century), with modern improvements, seated in an undulating timbered park of about 140 acres, in a sheltered position, with a southerly aspect; views of mountain scenery, with natural terraced grounds, outer and inner halls, four reception rooms, billiard room, thirteen principal bed and dressing rooms, 20 other rooms, three bathrooms, and offices; stabling for thirteen, garages, *electricity, modern sanitation, gravitation water supply, telegraph and telephone.* HOME FARM, 37 GRAZING HOLDINGS situate in the Lune Valley, from 25 to 280 acres equipped with substantial stone buildings. VALUABLE FELL GRAZING RIGHTS; numerous accommodation lands, buildings sites, several cottages and woodlands; extending altogether to about

4,430 ACRES

ABOUT FOUR MILES OF GOOD TROUT AND SALMON FISHING FROM BOTH BANKS OF THE RIVERS LUNE AND RAWTHEY. HUNTING.

To be offered for SALE by AUCTION, as a whole or in blocks or 101 lots, at the Town Hall, Kendal, on Tuesday, July 18th, 1922, in two sessions, at 11 a.m. and 2.30 p.m. (unless previously Sold Privately). Solicitors, Messrs. VALPY, PECKHAM & CHAPLIN, 15, Lincoln's Inn Fields, W.C. 2. Agent, J. K. ROBINSON, Esq., Estate Office, Ingmire Hall, Sedbergh. Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

KNIGHT, FRANK & RUTLEY, AND WALTON & LEE,
20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., xiv., xv. and xxx. to xxxii.)

Telephone : Gerrard 37.
Telegrams:
"Selaniet, Piccy, London."

HAMPTON & SONS

Branch Office at Wimbledon.
Telephone:
Wimbledon 80.

(For continuation of advertisements see pages viii., and xxiv. to xxviii.)

BY DIRECTION OF THE EXORS. OF THE LATE H. J. KING, ESQ.

HERTFORDSHIRE

FOR SALE, THE EXCEPTIONALLY CHOICE RESIDENTIAL AND SPORTING ESTATE OF

"POLES," WARE

Two miles from station, 50 minutes' rail, and 24 miles by road from London, one of the most attractive parts of the county.



THE BEAUTIFUL JACOBEAN HOUSE

occupies a high position on deep gravel soil in its GRANDLY TIMBERED UNDULATING PARK, with three long carriage drives and lodge entrances. Oak panelled entrance hall, a very fine galleried hall in oak, five reception rooms, boudoir, 25 bed and dressing rooms, nine bathrooms; complete offices and men's rooms; electric light, central heating, fire appliances, splendid water supply, etc., etc.; model laundry. VERY BEAUTIFUL PLEASURE GROUNDS AND GARDENS, large walled kitchen garden and modern glasshouses in teak; gardener's and butler's houses, excellent stabling and garage with men's quarters. Completely equipped home farm (with possession); also four farms, three small residences, numerous cottages and village properties; the whole being about

1,255 ACRES

in extent, and providing EXCELLENT SHOOTING, FISHING AND HUNTING. The River Rib bounds the Estate for about a mile. The House, park and home farm, about 553 ACRES, might be purchased separately.

Full particulars of the Sole Agents, Messrs. LOFTS & WARNER, 130, Mount Street, W. 1; or HAMPTON & SONS, 20, St. James' Square, S.W. 1.

HIGH ABOVE THE THAMES.

BERKS

IN A BEAUTIFUL POSITION CLOSE TO HENLEY.



TO BE LET, UNFURNISHED, OR SOLD,

THIS EXCEPTIONALLY GOOD COUNTRY HOUSE, IN A BEAUTIFUL AND SECLUDED SPOT;

YET HIGH, AND CLOSE TO ALL CONVENIENCES.

Contains three reception rooms, winter garden, billiard room, ten bed and dressing rooms, two bathrooms, etc. Co.'s water and gas.

THE WONDERFUL GARDEN AND GROUNDS

ARE OF GREAT BEAUTY, AND EXTEND WITH GOOD PADDOCKS TO

TEN ACRES

Inspected and recommended by HAMPTON & SONS, 20, St. James' Square, S.W.1. (B21,526a.)

Telephone No. Regent 1938.

OSBORN & MERCER

Telegraphic Address : "Overbid-Piccy, London."

"ALBEMARLE HOUSE," 28b, ALBEMARLE STREET, PICCADILLY, W. 1.

BY INSTRUCTIONS FROM THE HON. MR. JUSTICE ROWLATT.





PRIVATE BEACH AND "HARD."

SPLENDID ANCHORAGE FOR BOATS OF ANY TONNAGE IN THE HELFORD RIVER.

CORNISH RIVIERA

'MIDST ROMANTIC SURROUNDINGS, ABOUT FOUR MILES FROM FALMOUTH.

THE EXCEPTIONALLY CHOICE FREEHOLD ESTATE, KNOWN AS

NANSIDWELL

comprising an attractive STONE-BUILT RESIDENCE, standing high, with south-east aspect, and commanding grand land and sea views. Entrance and inner halls, four reception rooms, fourteen bed and dressing rooms, two bathrooms, and ample offices. It is in first-class order throughout and fitted with ELECTRIC LIGHT, MODERN DRAINAGE and EXCELLENT WATER SUPPLY. Good stabling, two farms with capital homesteads and buildings, cottages, etc.; beautifully timbered grounds inexpensive to maintain, walled kitchen garden, etc.; the whole extending to about

160 ACRES,

and possessing OVER A MILE OF COAST FRONTAGE with private beach and "hard" affording safe boating and bathing—SEA FISHING of the best. FOR SALE BY AUCTION, WITH EARLY POSSESSION, by Messrs. OSBORN & MERCER (in conjunction with Messrs. CRIDDLE & SMITH, LTD.), at the London Auction Mart, 155, Queen Victoria Street, E.C. 4, on TUESDAY, JULY 18th, 1922 (unless previously disposed of Privately).—Illustrated particulars, with plan and conditions of Sale, of Solicitors, Messrs. TORR & CO., 38, Bedford Row, W.C. 1; Messrs. CRIDDLE & SMITH, LTD., of Truro; and of the Auctioneers, Messrs. OSBORN & MERCER, as above.



IN THE CENTRE OF A GOOD HUNTING COUNTRY.

SHROPSHIRE AND STAFFORDSHIRE BORDERS.—TO BE SOLD, the above attractive and well-built RESIDENCE, situated over

400FT. ABOUT SEA LEVEL,

in a small, prettily timbered park. It contains four reception rooms, fourteen bedrooms, etc.; stabling for ten, garage. Secondary Residence and three cottages; soil, gravel and loam. The Property covers an area of

24 ACRES,

including sixteen acres of capital pastureland. More land adjoining might be Sold.—Personally inspected by the Agents, Messrs. OSBORN & MERCER, as above. (13,771.)



SUSSEX.

In a favourite district, half-a-mile from Mayfield Station.

TO BE SOLD, a COMPACT RESIDENTIAL PROPERTY of about

67 ACRES

with an ATTRACTIVE RESIDENCE, standing nearly 300ft. up, with south aspect, approached by carriage drive, and containing entrance hall, three reception rooms, ten bed and dressing rooms and ample domestic offices.

ELECTRIC LIGHT, CENTRAL HEATING, TELEPHONE.

CAPITAL STABLING, FARMERY, TWO COTTAGES. Delightful pleasure grounds, walled kitchen garden, rich pastureland, a little arable and woodland.

VACANT POSSESSION WILL BE GIVEN.

Inspected and recommended by the SOLE AGENTS, Messrs. OSBORN & MERCER, as above. (13,805.)



BETWEEN MANCHESTER AND BUXTON.

In a high and bracing situation, two miles from a station.

TO BE SOLD, this HANDSOME RESIDENCE, commanding magnificent views, and containing lounge hall, two well-proportioned reception rooms, seven bed and dressing rooms, bathroom, and ample offices; garage and chauffeur's cottage; delightful old-world garden, forecourt, flower gardens, tennis lawn, walled kitchen garden, etc.

TWO CAPITAL FARMS. FOUR COTTAGES.

Small holdings, etc.; the whole embracing an area of about

100 ACRES.

Low price, to include the Lordship of the Manor.

Agents, Messrs. OSBORN & MERCER, as above. (13,856.)

HUNTING FOUR DAYS A WEEK. GOOD SHOOTING CAN GENERALLY BE RENTED IN THE DISTRICT. GOLF, EIGHTEEN-HOLE COURSE NEAR.

NORWICH (about a mile from a station).—TO BE SOLD, or would be LET ON LEASE,

THE FINE OLD GEORGIAN RESIDENCE,

a substantial edifice of mellowed red brick, in good decorative repair, is approached by a carriage drive, and occupies a charming position with SOUTH ASPECT, in the midst of heavily timbered grounds overlooking the River Yare and Valley. It contains spacious and lofty hall, four reception, seventeen bed and dressing rooms, two bathrooms, etc. The internal arrangements are good, and the rooms are well proportioned, sunny and cheerful.

CENTRAL HEATING. MODERN DRAINAGE. COMPANY'S WATER. TELEPHONE.

THE CHARACTERISTIC OLD GROUNDS,

with their red brick ribbon walls, and shady winding walks, although of a very enjoyable nature, are inexpensive to maintain, they are profusely studded with splendid specimen trees and shrubs, including well-shaped yews, tennis and other lawns, pergola, and two summerhouses, highly productive kitchen garden and glasshouses, two orchards and meadowland, back drive and lodge, garage and ample stabling; also another attractive cottage.

THE WHOLE COVERING ABOUT TEN ACRES.

Further information may be obtained of Messrs. OSBORN & MERCER, who have personally inspected the Property. (13,897.)

HAYWARDS HEATH DISTRICT (midst delightful scenery and an hour of Town).—To be SOLD, a beautiful XVITH CENTURY RESIDENCE,

standing in finely timbered gardens and grounds of about 27 ACRES. It is full of old oak and contains billiard room, three reception rooms, nine bedrooms, two bathrooms, etc.; electric light, modern drainage, telephone. Inexpensive gardens and grounds; stabling and cottage. The whole Property is in faultless order.—Personally inspected by the Agents, Messrs. OSBORN & MERCER. (13,386.)

HERTS (close to a town and station, and an hour from Town).—TO BE SOLD, a charming PROPERTY of about

12 ACRES,

with a capital Residence of three reception, eleven bedrooms, three bathrooms; gas, and Company's water, central heating, and telephone; stabling for four, garage, etc.; delightful gardens and paddock.

Agents, Messrs. OSBORN & MERCER. (13,678.)

BY INSTRUCTIONS FROM BARON COPE.

CORNWALL

ST.-JUST-IN-ROSELAND (about three miles from St. Mawes with its frequent steamer service to Falmouth, the same distance from King Harry Passage, and eight miles from Truro).—The attractive Freehold PROPERTY, known as

"TREGORLAND HOUSE,"

comprising a medium-sized Residence, standing on high ground with south aspect, and commanding magnificent views of Falmouth Harbour. It contains hall, three reception rooms, six bedrooms, bathroom, etc.; stabling and garage; small but attractive gardens and grounds, tennis court, shrubberies, kitchen garden and land; in all about

46 ACRES,

possessing a long frontage to ST. JUST CREEK, part of which belongs to the Property. FIRST-RATE YACHT ANCHORAGE in Falmouth Harbour. FOR SALE, PRIVATELY, or by AUCTION by Messrs.

OSBORN & MERCER (in conjunction with Messrs. CRIDDLE & SMITH) during the coming season, with immediate possession of the house, grounds and paddock.—Further particulars of: Solicitor, ALBERT M. OPPENHEIMER, Esq., 31, Queen Victoria Street, E.C.; Messrs. CRIDDLE & SMITH, LTD., of Truro; and of Messrs. OSBORN and MERCER, as above.

SHROPSHIRE

Within easy access of the Midlands and the North; 500ft. above sea level.

TO BE SOLD, a beautifully positioned RESIDENCE, thoroughly up to date in every way, together with a CAPITAL PLEASURE FARM, which has been thoroughly well farmed by the owner; the total area being about

80 ACRES.

THE HOUSE is approached by a carriage drive, stands on dry soil, COMMANDING SUPERB VIEWS, and contains lounge hall, three or four reception rooms, ten bedrooms, two bathrooms, etc.; electric light, radiators, unlimited water supply; good stabling, four cottages, delightful gardens and grounds; fishing in neighbourhood.—Full particulars may be obtained of the Sole Agents, OSBORN & MERCER, as above. (13,892.)



DEVONSHIRE

"WHITMORE," CHULMLEIGH (about three-and-a-half miles from South Molton Road Station).—To be SOLD, this charming little RESIDENTIAL PROPERTY, comprising a convenient House, standing 400FT. ABOVE SEA LEVEL, and gardens, grounds and land of about

EIGHT ACRES.

If desired, about 30 ACRES good pasture adjoining, with bailiff's house and buildings can be rented on lease. "Whitmore" contains four reception rooms, billiard or music room, ten bedrooms, bathroom, etc.; acetylene gas. SALMON AND TROUT FISHING in immediate neighbourhood in Rivers Taw and Mole. To be offered for SALE by AUCTION by Messrs.

OSBORN & MERCER, at the London Auction Mart, 155, Queen Victoria Street, E.C. (unless Sold Privately), on Tuesday, July 18th, 1922.—Solicitors, Messrs. CROSSE, WYATT & VELLACOTT, South Molton, North Devon; Auctioneers, Messrs. OSBORN and MERCER, as above.

Telephone: Gerrard 37.
Telegrams:
"Selanlet, Piccy, London."

HAMPTON & SONS

(For continuation of advertisements see pages vi. and xxiv. to xxviii.)

Branch Office at Wimbledon.
Telephone:
Wimbledon 80.

PRELIMINARY NOTICE.

"ANNINGSLEY PARK," OTTERSHAW

(between Woking and Chertsey).



A MOST PICTURESQUE
RESIDENTIAL AND SPORTING ESTATE
OF 154 ACRES,

FREEHOLD AND FREE OF TITHE AND LAND TAX.

Approached by a long carriage drive, bordered by rhododendrons, with lodge at entrance.

THE CHARMING OLD HOUSE
enjoys perfect seclusion amid its old grounds, woods and
WELL-TIMBERED PARK.

Large hall, five reception rooms, thirteen bedrooms, two baths, etc.; electric light; modern drainage; heating; telephone.

STABLING. GARAGE. HOME FARM.

DELIGHTFUL OLD-WORLD GARDENS,
woodland walks, ample glasshouses, etc.

ADJOINING NEW ZEALAND GOLF COURSE.

HAMPTON & SONS (in conjunction with Messrs. CROW of Dorking), will offer the above by AUCTION on July 18th (unless previously Sold by Private Treaty). Full particulars at 20, St. James' Square, S.W. 1.

"AVISFORD PARK," NEAR ARUNDEL

THREE-AND-A-HALF MILES FROM ARUNDEL STATION.

A CHOICE FREEHOLD RESIDENTIAL ESTATE,
with a
FINE OLD GEORGIAN HOUSE,
standing on gravel soil in its BEAUTIFULLY TIMBERED OLD PARK of rich feeding land and woods of about

130 ACRES.

TWO LODGES, FOUR COTTAGES AND DAIRY BUILDINGS.

Or could be bought with

THE ADJOINING SPORTING ESTATE OF ABOUT 400 ACRES,
making up a most compact and enjoyable Sporting
Property of about

530 ACRES.

FOR SALE AT A LOW PRICE.

Full particulars of the Sole Agents,
HAMPTON & SONS, 20, St. James' Square, S.W. 1.



PRELIMINARY NOTICE.

"STARBOROUGH MANOR," EDENBRIDGE

Three miles from Edenbridge Station.



AN ATTRACTIVE RESIDENTIAL, MANORIAL AND AGRICULTURAL ESTATE OF ABOUT
394 ACRES,

lying compact and bounded by a stream. The excellent HOUSE stands amidst its parklands, approached by an avenue drive, skirting the moat with the Castle ruins; inner hall, four reception rooms, billiard room, nineteen bed and dressing rooms, three baths, etc.

ELECTRIC LIGHT. AMPLE WATER.

Sandy loam soil.

AMPLE STABLING, SIX COTTAGES. Excellent HOME FARM with buildings suitable for a stud.

Lordships of the Manor, or the House with its parklands of about 125 acres.

HAMPTON & SONS (in conjunction with Messrs. DENYER and RUMBALL) will offer the above by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 18th, at 2.30 p.m. precisely (unless previously Sold by Private Treaty).—Vendor's Solicitors, Messrs. KENDALL, PRICE & FRANCIS, 61, Carey Street, Lincoln's Inn, W.C. 2. Particulars with plan, views and conditions of Sale may be obtained from Messrs. DENYER & RUMBALL, LTD., Estate Agents, Constitutional Building, East Grinstead; or of the Auctioneers,

HAMPTON & SONS, 20, St. James' Square, S.W. 1.

Telegrams: "Giddys, London." Telephone: Regent 5322 (3 lines).

MESSRS. GIDDY & GIDDY

AUCTIONEERS, ESTATE AGENTS AND SURVEYORS, 11a, REGENT STREET, S.W. 1

Branch Offices—Sunningdale (for Ascot)—Telephone 73 Ascot; Maidenhead (for the Thames-side District)—Telephone 54; and Windsor—Telephone 73.

FOR THE SUMMER:



"HARDWICK HOUSE."

ON THE THAMES

NEAR PANGBOURNE

THIS WELL-KNOWN HISTORICAL

ELIZABETHAN MANSION,

beautifully furnished and appointed, and having every accommodation for a large establishment, including Fine oak-panelled hall, six reception rooms, about 25 bed and dressing rooms, several bathrooms, etc.

ELECTRIC LIGHTING AND EVERY MODERN CONVENIENCE.

Stabling, garage, men's rooms, boathouses, etc.

LOVELY OLD GROUNDS,

with grand cedar and other forest trees, wide-spreading lawns, walled garden, glasshouses, and finely timbered park with

LONG RIVER FRONTAGE.

Highly recommended by the Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1, and Maidenhead.

CLOSE TO THE SUNNINGDALE GOLF LINKS.
TO BE SOLD BY EXECUTORS.



THIS EXCEPTIONALLY CHOICE AND REMARKABLY WELL-BUILT MEDIUM-SIZED RESIDENCE, of picturesque design, enjoying a lovely position, reached by a long carriage drive, surrounded by delightful pleasure grounds and woodlands. It contains outer and inner halls, library, dining and double drawing rooms, ten bed and dressing rooms, bath (h. and c.), and complete domestic offices; central heating, lighting, Company's water, and telephone installed. Large garage and two unusually good and commodious cottages. Wide terrace and other walks, pretty lawns, rose and rock gardens, well-stocked kitchen and fruit garden, small range of glass, etc. ALL IN EXCELLENT ORDER. Price, Freehold, £6,750, open to offer.—Agents, GIDDY and GIDDY, Sunningdale, and 11A, Regent Street, S.W. 1, who strongly recommend it from personal inspection.



GUILDFORD AND LEATHERHEAD (between; on the outskirts of the old-world village of Effingham; two miles from the station with its excellent service of trains).—A very attractive RESIDENTIAL PROPERTY, comprising an old-fashioned COUNTRY HOUSE, WITH UP-TO-DATE IMPROVEMENTS; contains lounge hall, three reception rooms, oak-panelled billiard room, twelve bed and dressing rooms, two bathrooms, and excellent offices. ELECTRIC LIGHT, CENTRAL HEATING, TELEPHONE. Garages, stabling, men's rooms, cottage, farmery; well-timbered gardens and grounds, three tennis courts, large kitchen garden, park pasture and arable; in all about 42 ACRES. Price, Freehold, £7,500.—Agents, Messrs. GIDDY and GIDDY, 11A, Regent Street, S.W. 1.



FOR THE SUMMER.

"ABNEY HOUSE," ON THE THAMES (between Cookham and Marlow, and one of THE MOST DELIGHTFUL PLACES ON THE RIVER).—Contains very fine suite of reception rooms, billiard room, about 20 bed and dressing rooms, five bathrooms, and very complete domestic offices; beautifully furnished and having every possible modern convenience, including electric lighting, telephone, etc.; ample stabling, garage and accommodation for men. BEAUTIFUL PLEASURE GROUNDS of fifteen acres, with wide spreading lawns, rose gardens and pergolas, walled gardens, glasshouses, boathouses, etc. RIVER FRONTAGE OF ABOUT 900FT.—Inspected and recommended by the Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1, and Maidenhead.



SOUTH COAST (WITH LONG FRONTAGE TO THE SEA).—To be SOLD, with about 50 or 300 acres, very attractive COUNTRY HOUSE, containing panelled lounge hall and other reception rooms, billiard room, from 15 to 20 bed and dressing rooms, and first-class offices; stabling, garage, lodge and several cottages; lovely old grounds, inexpensive to maintain, and profusely wooded with cedar and other forest trees, walled garden, and parkland.—Inspected and recommended by the Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1.

CHARMING SMALL COUNTRY HOME.

Six miles from Newmarket.
In picturesque village near several good golf links.
TO BE SOLD.



THIS ATTRACTIVE HOUSE, well fitted and in good order throughout. It is approached by a carriage drive, and contains three reception rooms, six bedrooms, two fitted bathrooms, servants' hall, etc.; modern drainage and water; garage for three cars, modern COTTAGE of five rooms. BEAUTIFUL GARDENS, well timbered and of extreme charm, with tennis lawn, rosery, *old English garden with flagged paths*, well-stocked kitchen garden, orchard and grassland; in all about THREE ACRES.—Further particulars of GIDDY and GIDDY, 11A, Regent Street, S.W. 1.

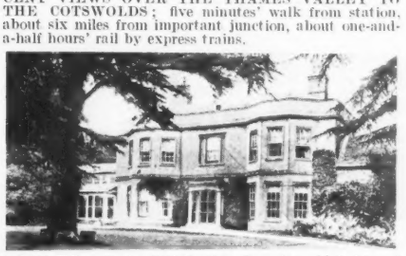
ON THE BANKS OF THE THAMES.

Close old-world village. Eighteen miles from London.
TO BE SOLD.



THIS UNIQUE AND WELL-FITTED RIVERSIDE RESIDENCE, of artistic design, with pretty grounds to water's edge; lounge hall, two large reception rooms with oak beams and floors, six bedrooms, bath (h. and c.); gas, water and telephone; double garage; tennis lawn, etc.; about one acre.—Further particulars of GIDDY & GIDDY, 11A, Regent Street, S.W. 1, and Windsor.

ABOUT 500FT. ABOVE SEA LEVEL, with MAGNIFICENT VIEWS OVER THE THAMES VALLEY TO THE COTSWOLDS; five minutes' walk from station, about six miles from important junction, about one-and-a-half hours' rail by express trains.



WILTS.—To be SOLD, this charming old-fashioned COUNTRY HOUSE, containing three reception rooms, twelve bedrooms, bathroom, servants' hall, COMPANY'S WATER, CENTRAL HEATING. Excellent stabling, garage, three cottages. BEAUTIFULLY TIMBERED GROUNDS with fine old cedar and other forest trees, tennis and croquet lawns, walled garden, and paddock; over five acres. Hunting four days a week with the V.W.H. and Old Berkshire Packs.—Inspected and recommended by the Agents, Messrs. GIDDY and GIDDY, 11A, Regent Street, S.W. 1.



HERTS (30 minutes' rail from City and West End).—To be SOLD, charming Freehold COUNTRY HOUSE, tastefully and luxuriously fitted, containing oak-panelled vestibule and entrance hall, three reception rooms, billiard room, eight bedrooms, two bathrooms, and good offices. ELECTRIC LIGHT, GAS, CO.'S WATER, modern drainage, telephone; model cottage of five rooms, stabling, garage with chauffeur's flat of four rooms. DELIGHTFUL GARDENS AND GROUNDS (THE PRETTIEST IN THE DISTRICT) with two tennis lawns, shrubberies, kitchen garden, large orchard and paddock. Price, Freehold, with four-and-a-quarter acres, £5,500 (more land can be had).—Recommended by the Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1.

BY ORDER OF EXECUTORS.
AT A TEMPTING PRICE.

"VAUGHAN LODGE," THAMES DITTON.

One mile from Surbiton Station and close to the Thames.

AN OLD-FASHIONED CREEPER-CLAD RESIDENCE and very pretty grounds of three acres, with drive and excellent lodge of five rooms; contains four reception, eight bed and two bathrooms, and excellent offices, with servants' hall; garage and other outbuildings; nice lawns, shrubberies, fine old kitchen garden and orchard. To be SOLD by Private Treaty, or by AUCTION on July 19th next.—Full particulars of Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1.

AN UNQUESTIONABLE BARGAIN.

BERKS AND HANTS BORDERS (amidst pine, heath and heather).—Picturesque COUNTRY HOUSE, high and sheltered; long drive, lodge; lounge hall, billiard and three reception, two bath, and about fifteen bedrooms; electric light, Company's water; stabling, garage, cottage; delightful grounds, tennis and croquet lawns, meadow and woodlands; eighteen acres. *Messrs. Giddy & Giddy are instructed to SELL this Property by Executors, who will accept any offer in reason.* Full particulars of the Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1, and Sunningdale.

HASLEMERE AND MIDHURST (between; 400ft. up, lovely views).—Two picturesque COTTAGES, suitable for adaption to week-end cottage, with eight acres, chiefly woodland. Price, Freehold, £800.—Agents, GIDDY & GIDDY, 11A, Regent Street, S.W. 1.



GUILDFORD (with its first-class train service; amidst pretty country; 25 miles from Hyde Park Corner).—To be SOLD, with 50 acres, this picturesque old-fashioned RESIDENCE, built on two floors, and fitted with modern conveniences; stands high with south aspect, and contains three reception rooms, eight bed and dressing rooms, bath (h. and c.), and good offices; Company's gas and water, electric light available, TELEPHONE installed; lodge, capital stabling, and farmbuildings; well-timbered grounds, with tennis lawns, flower and kitchen gardens, orchard, arable and meadowland. For SALE by Private Treaty or by AUCTION in the Autumn.—Particulars of Messrs. CROW, BATES & WEEKS, Estate Agents, Guildford; or of Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1.

GIDDY & GIDDY, Auctioneers and Estate Agents, 11a, REGENT STREET, S.W. 1.

Telephone Nos.: Grosvenor 2200 " 2201

MABBETT & EDGE
LONDON.

Telegrams: "Mabedges, London."

BY DIRECTION OF THE EARL OF KILMOREY.

CHESTER HOUSE, WEST SIDE, WIMBLEDON COMMON

A most delightful and distinguished HOME of a countrified type, yet within seven miles of the West End.

TO BE SOLD, FREEHOLD, WITH TWO-AND-A-HALF ACRES.



THIS FINE OLD HOUSE has just been judiciously modernised at a cost of many thousands of pounds, and is now in practically perfect order throughout.

It faces a BROAD EXPANSE OF WIMBLEDON COMMON, and on the West Front are CHARMINGLY DISPOSED GROUNDS with tennis lawns, Dutch garden, acacia walk and lime avenue.

Hall, four reception rooms, fifteen bedrooms, four up-to-date bathrooms, lodge, gardener's house, etc. Electric light, central heating. Newly decorated.

GARAGE. STABLING. GLASSHOUSES.

EXCEPTIONAL FACILITIES FOR GOLF AND RIDING, AND WITHIN EASY ACCESS OF THE RIVER AND RICHMOND PARK.

For price, further particulars and appointment to view, apply to the Sole Agents, Messrs. MABBETT & EDGE, 127, Mount Street, W.1. (12,851.)

SOUTH DEVON

TEIGNMOUTH TWO MILES. 300FT. ABOVE SEA.

UNIQUE AND CHARMING OLD-WORLD
RESIDENCE OF CHARACTER.

NINE BEDROOMS, BATH,
THREE RECEPTION AND BILLIARD ROOMS.
GROUND FLOOR OFFICES.

DELIGHTFUL MATURED AND WELL-TIMBERED GROUNDS,
with exquisite southern views of river, valley and hills beyond.

WALLED-IN KITCHEN AND ROSE GARDENS.
ORCHARD. PADDOCK.
WOODED WALKS.

GARAGE. STABLING. COTTAGE.

GAS. TELEPHONE. COMPANY'S WATER;
in all
NINE ACRES.

Details and photographs of Sole Agents, Messrs. MABBETT and EDGE, 127, Mount Street, W. 1.

WANTED TO PURCHASE

NORTH GLOS OR NORTH HANTS.

£3,000 TO £5,000
WILL BE PAID FOR A
COUNTRY HOUSE
with from
6 TO 30 ACRES.

TEN TO TWELVE BEDROOMS,

MODERN CONVENIENCES.

NICE GARDENS.

MABBETT & EDGE, 127, Mount Street, W. 1. (156.)

HAMPSHIRE

GENTLEMAN'S RESIDENTIAL AND SPORTING ESTATE.

THE RESIDENCE OF CHARACTER contains
HANDSOME SUITE OF RECEPTION ROOMS,
EIGHTEEN BEDROOMS,
BATHROOMS,
GROUND FLOOR OFFICES.
ELECTRIC LIGHT.

CENTRAL HEATING. COMPANY'S WATER.

Garages. Stabling. Cottages. Home farm.

SEVERAL OTHER FARMS
With good Residences and homesteads, including valuable grass and woodlands; in all
800 ACRES.

FOR SALE AT MODERATE FIGURE.

MABBETT & EDGE, 127, Mount Street, W. 1. (13,922.)

SURREY

40 MINUTES OF LONDON.

GENUINE ELIZABETHAN RESIDENCE,
FULL OF OLD OAK PANELLING AND OAK BEAMS.

Five bedrooms, Bathroom, Three reception, Oak-panelled lounge hall.

ATTRACTIVE OLD-WORLD FRUIT AND FLOWER GARDENS.
STABLING. GARAGE.

ELECTRIC LIGHT, GAS AND COMPANY'S WATER.
IN PERFECT REPAIR.

BARGAIN. PRICE £2,600, FREEHOLD.

Full details of Owner's Agents, Messrs. MABBETT & EDGE, 127, Mount Street, W.1. (13,913.)

SUSSEX

WITHIN 20 MINUTES OF SEA AND FAMOUS GOLF COURSE.

PICTURESQUE AND UNIQUE GABLED RESIDENCE.

Situate on outskirts of a quaint and old-world village.

SIX BEDROOMS, BATH, THREE RECEPTION ROOMS.

THE GROUNDS,
of great charm, include herbaceous, rose, flower and kitchen gardens, fernery, orchard.

GARAGE. GAS. COMPANY'S WATER.

IN ALL ONE-AND-THREE-QUARTER ACRES.

FREEHOLD, £3,300.

Strongly recommended by MABBETT & EDGE, 127, Mount Street, W.1. (13,914.)

Telephone: Grosvenor 1400.

CURTIS & HENSON

LONDON

Telegrams: "Submit, London."

BY DIRECTION OF MURIEL COUNTESS DE LA WARR.

"OLD LODGE," ASHDOWN FOREST, SUSSEX

FOUR MILES HARTFIELD AND UCKFIELD STATIONS.
SIX MILES FOREST ROW.

SEVEN MILES GROOMBRIDGE.
TEN MILES TUNBRIDGE WELLS.

MESSRS. CURTIS & HENSON beg to announce that they have DISPOSED OF THE ABOVE ESTATE BY PRIVATE TREATY and that the AUCTION advertised to be held in July will not now take place. In consequence of the foregoing

THE WHOLE OF THE CONTENTS OF THE MANSION, COMPRISING THE

VERY FINE COLLECTION OF OLD ENGLISH FURNITURE

including SET OF SIX STUART CHAIRS IN FINE PRESERVATION, Queen Anne, Chippendale and Hepplewhite chairs and tables, XVIIIth century oak coffers, settles and cupboards.

ANTIQUE PERSIAN CARPETS AND RUGS,

QUEEN ANNE AND SHERATON SECRETAIRE BOOKCASE AND DOWER CHESTS.

OLD SUSSEX DRESSERS, GRANDFATHER CLOCKS, STOOLS, OLD OAK "WITHDRAWE" AND REFECTORY TABLES, SEVERAL QUEEN ANNE HAUTBOIS, BOW FRONT AND TALLBOY CHESTS, CHIPPENDALE AND HEPPLEWHITE BEDSTEADS, GATELEG TABLES, DAY BED IN CHARLES II. STYLE, SET OF DINING TABLES, BOUDOIR GRAND PIANOFORTE;

CONTENTS OF OVER 20 WELL-APPOINTED BEDROOMS, ETC., ETC.,

WILL BE SOLD BY AUCTION ON THE PREMISES ON MONDAY, JULY 3RD AND TWO FOLLOWING DAYS.

Illustrated catalogues, price 1/- each, of the Auctioneers, 5, Mount Street, W. 1.



SUFFOLK COAST

ONE-AND-A-HALF MILES FROM THE SEA, FOUR-AND-A-HALF MILES FROM ALDEBURGH GOLF LINKS, convenient for station, with through trains.

TO BE LET, FURNISHED,

WITH SHOOTING OVER 1,500 ACRES;

EXTENDING ALMOST TO THE SHORE.

MEDIUM-SIZED OLD-WORLD RESIDENCE, facing south, and standing in small well-timbered park. It contains panelled hall and staircase, four reception, billiard, sixteen bedrooms, including servants' rooms, three bathrooms, very complete offices.

ALL MODERN REQUIREMENTS. ELECTRIC LIGHT, CENTRAL HEATING.

Finely wooded old grounds, lawns, kitchen garden; light soil.

EXCELLENT SHOOTING WITH LARGE GAME BAGS:

Photos and ten years' game bags may be seen. Personally inspected and confidently recommended.—CURTIS & HENSON, 5, Mount Street, London, W. 1.

DORKING AND THE SOUTH COAST

(EASY ACCESS OF), ONE HOUR'S RAIL FROM LONDON.

A CHARMING RESIDENTIAL PROPERTY OF OVER 50 ACRES,

with substantially built Residence, occupying a delightful situation, perfectly secluded and approached by a long drive.

It contains lounge hall, three reception, billiard room, fifteen bedrooms, two bathrooms, excellent offices; electric light, central heating, good water supply.

Stabling and garage, men's rooms, lodge, and two cottages.

BEAUTIFULLY LAID-OUT PLEASURE GROUNDS, river and lakes, affording boating and fishing, lawns for tennis and croquet, kitchen and fruit garden, etc. WELL-TIMBERED PARKLAND. Easy reach of station, good market town, and golf links.

LOW PRICE FOR IMMEDIATE SALE.

Further information of CURTIS & HENSON, 5, Mount Street, W. 1.



A PERFECTLY EQUIPPED RESIDENTIAL ESTATE OF 1,100 ACRES



HERTFORDSHIRE HILLS.

400FT. ABOVE SEA LEVEL ON GRAVEL SOIL.

COMMANDING MAGNIFICENT PANORAMIC VIEWS.

THE RESIDENCE IS MOST LUXURIOUSLY APPOINTED, AND STANDS IN A

GRANDLY TIMBERED PARK OF 350 ACRES.

There are

25 BEDROOMS. EIGHT BATHROOMS.

EVERY MODERN IMPROVEMENT.



CO.'S WATER. ELECTRIC LIGHT. CENTRAL HEATING THROUGHOUT TELEPHONE.

MOST BEAUTIFUL GROUNDS.

MODEL FARM FOR PEDIGREE HERD. DAIRY. COTTAGES.

FIRST-CLASS CRICKET GROUND AND PAVILION.

SPLENDID EIGHTEEN-HOLE GOLF COURSE IN THE PARK.

THE ESTATE AFFORDS EXCELLENT SPORTING.

FOR SALE BY PRIVATE TREATY.—Plans and a series of views may be seen. CURTIS & HENSON, 5, Mount Street, W. 1.

GEORGE TROLLOPE & SONS

Telephone Nos.: Grosvenor 1553, 1554.

Estate and Land Agents, Surveyors and Auctioneers,
25, MOUNT STREET, GROSVENOR SQUARE, W. 1.

And at
Hobart Place, Eaton Sq.,
West Halkin St., Belgrave Sq.,
45, Parliament St., Westminster, S.W.



"ALDENHAM COTTAGE," LETCHMORE HEATH.

HERTS

Two miles from Radlett, three-and-a-half miles from Watford.
Easy reach of Oxhey, Porter's Park and other golf courses.

DELIGHTFUL FREEHOLD COUNTRY RESIDENCE,

containing billiard room, two reception rooms, capital offices, ten bedrooms, and two baths.

CO.'S WATER. MAIN DRAINAGE. CENTRAL HEATING. ACETYLENE GAS.
Stabling, garage, five-roomed cottage, coach-house, and

BEAUTIFUL GARDENS,

tennis and other lawns, rose and rock gardens, herbaceous borders, walled kitchen garden and paddock; in all nearly

EIGHT ACRES.

TO BE SOLD BY AUCTION on Tuesday, July 4th, 1922, at 2.30 o'clock (unless previously Sold Privately).

Particulars may be had of Messrs. WHITE & LEONARD, Solicitors, Bank Chambers, Ludgate Circus, E.C. 4; or of the Auctioneers, Messrs. HUMBERT & FLINT, Watford, Herts; and Messrs. GEORGE TROLLOPE & SONS, 25, Mount Street, London, W. 1.



WEST SUSSEX

IN A BEAUTIFUL SPOT, TWO-AND-A-HALF MILES FROM STATION.

TO BE SOLD, OR LET, FOR THE SUMMER,

AN OLD TUDOR OAK-BEAMED FARMHOUSE,

largely extended in 1913 and in 1919, under the direction of Sir Aston Webb & Son.

LODGE, COURTYARD AND STONE FORECOURT.

Lounge hall with magnificent oak-beamed waggon roof, three reception rooms, oak gallery staircase, fourteen bed and dressing rooms (some with fitted wash basins, h. and c.), two or three baths.

ELECTRIC LIGHT. TELEPHONE. CENTRAL HEATING.
COMPANY'S WATER.

Garage, small farmery with fine old barn, etc.

BEAUTIFUL OLD-WORLD GARDENS, ornamented by clipped yew and stone pavement walks, sunk garden, lawns, orchard, kitchen garden, excellent pastureland; in all about

117 ACRES.

Sole Agents, Messrs. GEORGE TROLLOPE & SONS, 25, Mount Street, London, W. 1, who have inspected and highly recommend.



CHANNEL ISLANDS

FOR SALE, OR TO LET, FURNISHED, FOR THE WINTER,

THIS UNUSUALLY ATTRACTIVE AND SPLENDIDLY FITTED

MODERN RESIDENCE,

occupying a

SHELTERED POSITION FACING SOUTH, IN

NOTEDLY BEAUTIFUL TROPICAL GARDENS

AND WOODLAND.

Fourteen bed, three bath, billiard, three reception rooms; excellent offices.
Electric Light. Modern drainage. Water pumped by engine.

FOUR COTTAGES. STABLING. GARAGE.

Price, photos and details of Sole Agents, GEO. TROLLOPE & SONS, 25, Mount Street, W. Personally inspected and recommended. (8495.)



YORKSHIRE

FOR SALE, WITH 170 ACRES
(or with a smaller or larger area),

THIS GEORGIAN RESIDENCE, IN A WELL-TIMBERED PARK OF 60 ACRES.

Facing south, and containing thirteen bed,
two bath, five reception rooms, spacious offices.

ELECTRIC LIGHT. ENGINE-PUMPED WATER. MODERN DRAINAGE.

Stabling, garage. Three cottages. Home farm.

PRETTY BUT INEXPENSIVE GARDENS. HUNTING. GOLF.

STATION TWO MILES.

PRICE £11,000, WITH 170 ACRES.

Low outgoings.

Orders to view of GEORGE TROLLOPE & SONS, 25, Mount Street, W. 1. (A 5461.)



OVERLOOKING A COMMON ON TWO SIDES.

SURREY. ESHER DISTRICT

£7,000.

EXCELLENT MODERN RESIDENCE.

TEN BED, BATH, LOUNGE HALL, THREE RECEPTION ROOMS, SERVANTS' HALL.

COMPANY'S WATER. MODERN DRAINAGE. TELEPHONE.
ACETYLENE GAS.

Stabling. Garage. Five-roomed cottage.

TENNIS LAWN. KITCHEN GARDEN, ETC.

FIVE ACRES.

High ground.

Inspected and recommended by GEO. TROLLOPE & SONS, 25, Mount Street, W. 1. (1495.)

Telegrams: "Wood, Agents (Audley), London."

JOHN D. WOOD & CO.

6, MOUNT STREET, GROSVENOR SQUARE, LONDON, W.1.

Telephone: Grosvenor 2130 " 2131

GLOUCESTERSHIRE



GENUINE TUDOR RESIDENCE.

OCCUPYING A BEAUTIFUL POSITION COMMANDING PANORAMIC VIEWS TO THE COTSWOLDS AND MALVERN HILLS.



DELIGHTFUL OLD ENGLISH HOME, POSSESSED OF MUCH HISTORICAL INTEREST.

THE RESIDENCE possesses a glorious facade of fine mullioned windows, and old tiled roof lending additional charm of age, which has been the subject of a fine outlay by the present owner, and is now in very good order: about 20 bedrooms, four bathrooms, four reception rooms, billiard room, oak floors and adequate reception rooms. ELECTRIC LIGHT, MODERN SANITATION, CENTRAL HEATING, GOOD WATER SUPPLY.

STABLING. GARAGE. FARMHOUSE FOR BAILIFF.

Fine spreading lawns with magnificent old box and yew hedges are included in the DELIGHTFUL OLD-WORLD GARDENS AND GROUNDS.

THE ESTATE affords, for its size, EXCELLENT SHOOTING, and the HOME FARM, with complete outbuildings, cottages, etc., are particularly good.

TO BE SOLD WITH ABOUT 600 ACRES.

Further particulars, photographs, etc., of the Owner's Agents, Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W. 1. (71,079.)

SUSSEX

Seven miles Eastbourne, one mile Hailsham, three-and-a-half miles Polegate Junction.

BETWEEN THE SOUTH DOWNS AND THE SEA, WITH POSSESSION ON COMPLETION.



"THE HYLANDS," HAILSHAM, SUSSEX.

COMPRISING A PICTURESQUE AND UP-TO-DATE MODERN RESIDENCE.
A replica of an old Sussex cottage.

Eight bedrooms, bathroom, three reception rooms, complete offices, having acetylene gas, Company's water and telephone, together with garage, outhouses, and CHARMING GROUNDS, including tennis lawn, picturesque walks, kitchen garden. Also MODEL FARMBUILDINGS, with electric light fitted, and ample accommodation for BLOOD STOCK OR A PEDIGREE HERD, and 80 ACRES of WELL FENCED PADDOCKS, one including a training gallop.

FIVE COTTAGES; also THE PICTURESQUE SUSSEX WOODLANDS; in all

ABOUT 162 ACRES,

WHICH WILL BE OFFERED BY AUCTION (unless previously Sold), by Messrs. JOHN D. WOOD & CO., at the London Auction Mart, 155, Queen Victoria Street, E.C., on Tuesday, July 25th, 1922, at 2.30 p.m.—Solicitors, J. H. KNIGHT, Esq., Terminus Buildings, Eastbourne; Auctioneers' Offices, 6, Mount Street, London, W. 1. Grosvenor 2130.

SOUTH COAST

High ground, three-quarters of a mile from the sea, wonderful health-giving breezes.

CAPITAL STONE-BUILT GABLED RESIDENCE, containing

EIGHT BEDROOMS, BATHROOM, THREE SITTING ROOMS.

GARAGE. COTTAGE.

GRAND SEA AND LAND VIEWS. YACHTING HARBOUR. GOLF.

TO BE SOLD WITH

14 OR 34 ACRES,

AT A MODERATE PRICE.



Inspected and recommended by the Agents, Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W. 1. (60,965.)

ON THE CHILTERNS

WITHIN 40 MINUTES OF TOWN, IN A LOVELY SECLUDED SPOT.



A BEAUTIFUL OLD COTTAGE RESIDENCE,

A PERFECT GEM OF ITS KIND, STANDING HIGH AND SHELTERED BY LOVELY HANGING WOODLANDS.

SEVEN BED, TWO BATH, LOUNGE HALL, DINING ROOM, BEAUTIFUL LARGE OAK PANELLED DRAWING ROOM.

TELEPHONE.

CAPITAL STABLING AND GARAGE AND LIVING ROOMS.

MODEL FARM AND BAILIFF'S HOUSE.

VERY ATTRACTIVE GROUNDS

with stone-walled and paved gardens, two lily ponds, en-tout-cas tennis court, etc., and kitchen garden and land; in all nearly

100 ACRES.

Inspected and strongly recommended by Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W. 1. (40,416.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

SHROPSHIRE

BETWEEN SHREWSBURY AND CHESTER:

Two-and-a-half miles from Hodnet Station, and within thirteen miles of Shrewsbury, with first-rate main line service to London, Liverpool, Manchester and the North.

TO BE SOLD, THE FAMOUS ESTATE OF

HAWKSTONE

extending to

1,285 ACRES



including a Mansion, standing in a finely timbered park, varying in altitude from 300 to 700ft. above sea level with five lodge entrances. The House is handsomely appointed, in perfect order, and fitted with all modern conveniences, including *Electric light, central heating, modern drainage and excellent water supply.*

Accommodation: Three halls, lounge, suite of reception rooms, saloon 42ft. by 30ft., winter garden, billiard room, swimming bath, about 30 bed and dressing rooms, bathrooms, etc.

GARAGE. STABLING. COTTAGES.

Beautifully arranged pleasure grounds. Italian garden. Three tennis courts. Temple walk, etc. 50 ACRE LAKE. Three smaller residences. Farmery.

THE HAWKSTONE PARK HOTEL.
EIGHTEEN HOLE GOLF COURSE.

BOATING. SHOOTING. HUNTING.

Illustrated particulars of the Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

ESSEX AND HERTS BORDERS

ONE HOUR FROM TOWN.

HALLINGBURY PLACE

Three miles from Bishop's Stortford (G.E. Ry. main line).

LEASE OF EIGHT YEARS FOR DISPOSAL, TOGETHER WITH 4,000 ACRES OF EXCELLENT SHOOTING.



THE WELL-KNOWN SEAT stands in a beautifully timbered park, and is of mellow red brick, having been rebuilt in 1771-3; entrance, central and inner halls, five reception rooms, 25 bed and dressing rooms, seven bathrooms, ample offices; electric light throughout, heating by radiators, excellent water supply; stabling for thirteen, garage for several cars, cottages and lodges. THE PLEASURE GARDENS are renowned for their great natural beauty; sunk garden enclosed with yew hedges, rose garden with pergola, ornamental pond and rock garden, iris glade, water garden with Italian summer-house, tulip garden, spring and wild gardens, lake and boathouse, vegetable and fruit gardens. Hatfield Forest, with its many amenities is included. The shooting includes well-placed covert and excellent partridge ground: 1921-22, 1,680 partridges, 3,733 pheasants, 300 hares, seven woodcock, three ducks, 140 various, 4,215 rabbits.

The Property is in first-rate order, over £25,000 has been spent on it in recent years.

Agents, Messrs. LOFTS & WARNER, Mount Street, W. 1; and Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

KNIGHT, FRANK & RUTLEY, AND WALTON & LEE,
20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 „ Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xv. and xxx. to xxxii.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.



BY DIRECTION OF MRS. E. ROBINSON. VACANT POSSESSION.

SURREY

Four minutes from Addlestone Station (L. & S.W. Ry.) and 20 minutes from London.

THE FREEHOLD RESIDENTIAL PROPERTY

BOIS HALL, ADDLESTONE

in a favourite residential district near Windsor and Virginia Water.

THE ELIZABETHAN-STYLE RESIDENCE contains hall, three reception rooms, ten bed and dressing rooms, two bathrooms, and offices.

Main Drainage. Electric light. Company's gas and water. Telephone.

The outbuildings comprise stables, garage, coach-house and farmbuildings; entrance lodge

THE PLEASURE GROUNDS are well timbered, and include tennis and croquet lawns; riverside meadows; in all about

EIGHT-AND-A-HALF ACRES.

GOLF, FISHING AND RACING.

To be offered for SALE by AUCTION in the Hanover Square Estate Room, on Thursday, June 29th, 1922, at 2.30 p.m. (unless previously Sold Privately).

Solicitors, Messrs. LUMLEY & LUMLEY, 37, Conduit Street, W. 1.
Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

IN EXCELLENT ORDER THROUGHOUT AND WITH IMMEDIATE POSSESSION.

BERKS AND OXON BORDERS

One-and-a-half miles from Culham Station (G.W. Ry.). Eight miles from Oxford, five miles from Didcot, just over an hour from London.

TO BE SOLD OR LET, UNFURNISHED,

THE CROFT, BURCOTE-ON-THAMES

SITUATED ON ONE OF THE PRETTIEST REACHES OF THE RIVER THAMES.





The RESIDENCE occupies a secluded position and contains

LOUNGE HALL, FOUR RECEPTION ROOMS, BILLIARD ROOM, FIFTEEN BED AND DRESSING ROOMS, THREE BATHROOMS, AND DOMESTIC OFFICES.

ELECTRIC LAUNDRY. DAIRY. ELECTRIC LIGHT. CENTRAL HEATING. MODERN DRAINAGE. TELEPHONE. STABLING. GARAGE. LODGE. COTTAGES. FARMERY, etc.

THE GARDENS

slope to the river's bank, tennis and croquet lawns, rose pergolas, herbaceous borders, woodland walks, kitchen garden, two boathouses, tea room and pastureland; in all about

21 ACRES

(MORE IF REQUIRED).

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

BY DIRECTION OF THE BEDFORDSHIRE COUNTY COUNCIL.

VACANT POSSESSION.

BEDFORDSHIRE

Two miles from Biggleswade Station, G.N. Ry.

THE FREEHOLD RESIDENTIAL PROPERTY,

STRATTON PARK, BIGGLESWADE

ELIZABETHAN MANSION, facing a fine park, and containing lounge hall, four reception rooms, seventeen bed and dressing rooms, two bathrooms, and offices.

COMPANY'S WATER. ELECTRIC LIGHT. ENTRANCE LODGE.

Garage and stabling.

PLEASURE GROUNDS include tennis and croquet lawns, kitchen garden and orchard in all about

62 ACRES.

GOLF AND HUNTING IN THE NEIGHBOURHOOD.

To be offered for SALE by AUCTION, in conjunction with MR. F. W. WESTERN, F.A.I., in the Hanover Square Estate Room on Monday, July 3rd, 1922, at 2.30 p.m. (unless previously Sold Privately).

Solicitor, Mr. W. W. MARKS, Shire Hall, Bedford.
Auctioneers, Mr. F. W. WESTERN, F.A.I., Sandy, Beds; and Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.



KNIGHT, FRANK & RUTLEY, AND WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xiv. and xxx. to xxxii.)

Telephone: 4706 Gerrard (Two lines).

TRESIDDER & CO.

Telegrams: "Cornishmen, London."

3,000 ACRES SHOOTING (OPTIONAL).

WESTERN MIDLANDS (½ mile station, 7 miles Stafford).—An historical MANSION, situate in the centre of a beautiful park; lounge hall, 4 reception rooms, 16 bedrooms, 3 bathrooms; central heating, artificial lighting, excellent water supply; stabling for 8, garage and 3 cottages; lovely pleasure grounds, lake, and pasture-land. TROUT FISHING in LAKE on the Property. Rent, Furnished, £450 per annum, including the shooting.

TRESIDDER & Co., 37, Albemarle St., W. 1. (12,023.)

BEAUTIFUL BLACK AND WHITE HOUSE.

CHESTER (7½ miles S.W. of; 1 mile station; occupying a LOVELY POSITION ON THE BROW OF A HILL, with grand panoramic views).—An extremely attractive RESIDENCE, containing

Central hall, 4 large reception rooms, billiard room, 11 bedrooms, 2 bathrooms.

Electric light. Central heating. Co.'s water. Excellent stabling. Garage. 3 cottages.

Beautiful old grounds, comprising lawns, fruit and kitchen garden, glasshouses, etc.; in all about 10½ acres.

PRICE, FREEHOLD, £7,500. BARGAIN.

TRESIDDER & Co., 37, Albemarle St., W. 1. (6951.)

Inspected and recommended.

35 MINUTES LONDON

(few minutes' walk station; delightfully rural district, 300ft. up).—For SALE, a very attractive well-appointed RESIDENCE, approached by carriage drive with lodge.

Lounge hall, 3 reception, 4 bathrooms, 13 bedrooms.

Electric light, telephone, central heating, Co.'s water.

Stabling, garage; charming yet inexpensive grounds, tennis lawns, orchard, kitchen garden, woodland, etc.; in all about 10 acres. Excellent golf club 1 mile.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (11,090.)

350 ACRES. GEORGIAN RESIDENCE.

KENT (beautiful part).—An attractive RESIDENTIAL AND SPORTING PROPERTY, comprising a charming old House; carriage drive.

Panelled hall, 3 reception rooms (2 panelled), bathroom, 12 bed and dressing rooms.

Central heating, acetylene gas; stabling, farmbuildings, 7 cottages; inexpensive grounds. The land is in good heart and includes roughly 150 acres pasture, 75 acres fatting marsh, and 80 acres wood. It is partly

BOUNDED BY FISHING STREAM.

£12,000. BARGAIN.

TRESIDDER & Co., 37, Albemarle St., W. 1. (5560.)

Trout stream. Hunting. Shooting.

£4,200. 47½ ACRES.

WORCS (outskirts of pretty village, 400ft. up).—Substantially built RESIDENCE.

4 reception, 2 bathrooms, 8 bed and dressing rooms. Stabling for 5, farmbuildings, 6-roomed lodge; first-class park-like pasture. Up to 100 acres more available.

TRESIDDER & Co., 37, Albemarle St., W. 1. (2144.)

HERTS

(70 minutes London).—For SALE, or to LET, Furnished, long or short term, a very attractive modern RESIDENCE, surrounded by delightful grounds; carriage drive.

Lounge hall, 4 reception, 3 bath, 11 bedrooms.

Central heating. Electric light. Co.'s water. Telephone.

All labour-saving conveniences, independent hot water; garage with rooms over; tennis and other lawns, kitchen and fruit garden, orchard and paddock; in all 4 acres. More land and farmery available. Strongly recommended.

GOLF LINKS ADJOINING. HUNTING.

TRESIDDER & Co., 37, Albemarle St., W. (13,118.)

COTSWOLD STONE-BUILT RESIDENCE.

Minchinhampton Golf Links (near).

GLOS (1 mile two stations, close R.C. and Anglican Churches; occupying a good position, commanding extensive view).—A substantially built Residence with carriage drive.

3 reception, conservatory, bathroom, 10 bedrooms.

Central heating. Telephone. Gas.

Stabling for 3; 2 cottages; pretty but inexpensive grounds, tennis lawns, kitchen and fruit garden and paddocks.

IN ALL ABOUT 7½ ACRES.

Inspected and recommended. £3,500, FREEHOLD.

Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (12,276.)

WORCESTER

Beautiful RESIDENCE, in unique position; 3 reception rooms, billiard room, 14 bed and dressing rooms, 3 bathrooms; all modern conveniences.

1st class stabling. Garage. 7 cottages.

Lovely but inexpensive gardens and excellent land.

For SALE as a whole or in lots, at bargain prices, with from 96 ACRES TO 212 ACRES.

TRESIDDER & Co., 37, Albemarle St., W. 1.

INSPECTED AND RECOMMENDED.

GLOS-WILTS BORDERS (ideal hunting centre; good rough shooting; 300ft. up).—For SALE, a very attractive old stone-built and tiled RESIDENCE, in excellent order throughout, seated in park.

Lounge hall, 3 reception, 2 baths, 11 bedrooms.

Central heating, lighting; excellent stabling for hunters, large coach-house, garage, 2 farmhouses, 5 cottages.

DELIGHTFUL MATURED GROUNDS, tennis and other lawns, kitchen and fruit garden, orchards, 220 acres rich grass, and small area of wood, including LAKE STOCKED WITH RAINBOW TROUT.

250 ACRES.

TRESIDDER & Co., 37, Albemarle Street, W.1. (12,793.)

LAND AND ESTATE AGENTS.

Telephone 21.

ESTABLISHED 1812.

GUDGEON & SONS

WINCHESTER.

AUCTIONEERS AND VALUERS.

Telegrams: "Gudgeons."

SOMETHING EXCEPTIONAL.

TO BE LET, UNFURNISHED,

AN OLD MILL, converted into a most

LUXURIOUSLY APPOINTED RESIDENCE

regardless of cost.

About one mile trout fishing in the River Itchen.



HAMPSHIRE.

About one-and-a-half miles from main line station. Country rates.

Three reception rooms, eleven bed and dressing rooms, three bathrooms, complete domestic offices with servants' hall.

ELECTRIC LIGHT. EXCELLENT WATER SUPPLY.

Stabling. Garage. Cottage.

MOST ENCHANTING OLD-WORLD GROUNDS AND PADDOCK.

TOTAL ABOUT SIX ACRES.

RENT £310 PER ANNUM.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 138.)

ONE OF THE MOST ENCHANTING LITTLE

PROPERTIES

IN THE COUNTY.

AN ARTISTIC RESIDENCE

IN OLD-WORLD GROUNDS,

being thoroughly characteristic of the county of

HAMPSHIRE.

TROUT FISHING IN THE NEIGHBOURHOOD.



Good hall.
Three reception rooms (one very large).
Cloak lobby.
Servants' hall.
Excellent offices.
Seven bed and dressing rooms.
Two bathrooms.

INDEPENDENT HOT WATER.

LOVELY GARDENS AND GROUNDS

of about

TWO-AND-A-HALF ACRES.

KITCHEN GARDEN. ORCHARD. LAWN, ETC.

SMALL STABLE AND GARAGE.

PRICE £3,000, FREEHOLD.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 581.)

HAMPSHIRE.

Amid exquisite surroundings, with hunting, shooting, and golf available.

WATERLOO EASILY ACCESSIBLE EITHER BY RAIL OR ROAD.

A VERY BEAUTIFUL OLD-FASHIONED

RESIDENCE,

in perfect preservation, and replete with every conceivable MODERN CONVENIENCE.



The commodious and medium-sized RESIDENCE contains

Panelled lounge hall, four reception rooms, twelve bed and dressing rooms, four bathrooms, complete domestic offices with servants' hall.

ELECTRIC LIGHT. CENTRAL HEATING.

TELEPHONE.

WATER PUMPED BY ELECTRICITY.

STABLING, GARAGE, MODEL HOMESTEAD, AMPLE COTTAGES.

Enchanting old-world GROUNDS and well-timbered parklands and pasture enclosures.

200 ACRES. PRICE £13,500.

Apply GUDGEON & SONS, Estate Agents, Winchester. (Folio 537.)

BEAUTIFUL SITES

SITES FOR SMALL COUNTRY HOUSES OR BUNGALOWS AVAILABLE IN ONE OF THE LOVELIEST PARTS OF SURREY.

WONDERFUL VIEWS. 700FT. ABOVE SEA LEVEL.

CONVENIENT FOR WALTON HEATH GOLF CLUB AND BETCHWORTH STATION.

The soil is perfect for easy garden production, being a deep rich loam on a sandy foundation.

THE LAND MAY BE PURCHASED IN PLOTS OR ACRES.

BUNGALOW PLOTS, 100FT. BY 300FT., £200.

Address "A 5984," c/o COUNTRY LIFE Offices, 20, Tavistock Street, Covent Garden, W.C. 2.

WILTSHIRE (within a mile of Malmesbury, fifteen miles of Swindon, ten of Chippenham, and within easy reach of Little Somerford on the Severn Tunnel Line).—For SALE, with possession, a charming Freehold RESIDENTIAL PROPERTY, situate on the banks of the beautiful River Avon, about 230ft. above sea level, with picturesque garden ground and ornamental meadowland surrounding, covering in all about 90 acres. The Mansion contains a stately entrance hall panelled in oak with parquet flooring, handsome suite of five reception rooms, billiard room, 25 bed and dressing rooms, three bathrooms, and ample and well-arranged domestic offices. The electric light is fitted throughout, also telephone and gas services. The outside buildings include a newly erected garage, gunroom and bailiff's house, model dairy and cowhouses, and several cottages, also excellent modern stabling and farmbuildings There is an ample water supply and up-to-date drainage, also boating and unique fishing, whilst the property is situate in one of the best hunting districts and within easy reach of several well-known packs.—For illustration see "COUNTRY LIFE" for May 6th last, and for illustrated particulars and order to view apply to Messrs. MATTHEWS, MATTHEWS and GOODMAN, 35, Bucklersbury, London, E.C.

HARRODS Ltd.

Telegrams: "Estate, c/o Harrods, London." Branch Office: "West Byfleet."

62 & 64, BROMPTON ROAD, LONDON, S.W. 1
(OPPOSITE MESSRS. HARRODS LTD. MAIN PREMISES).

Telephone No. Western One (85 lines). Telephone: 149 Byfleet.





"BOWDEN," LACOCK, WILTSHIRE

DELIGHTFUL POSITION 550FT. ABOVE SEA LEVEL, COMMANDING GLORIOUS VIEWS OVER THE FAMOUS AVON VALLEY AND WESTBURY HILLS. SPLENDID HOUSE. BEAUTIFUL SURROUNDINGS.

EXCEPTIONALLY ATTRACTIVE FREEHOLD ELIZABETHAN RESIDENCE,

occupying a quiet and secluded position in the heart of this favourite county, within easy reach of main line station, containing outer and inner lounge halls, four reception rooms, ten principal bed and dressing rooms, suite of servants' rooms, three bathrooms, and complete offices; excellent water supply, modern up-to-date sanitation, radiators. SEVERAL COTTAGES, GARAGES, STABLING AND OUTBUILDINGS.

DELIGHTFUL MATURED PLEASURE GROUNDS, beautifully timbered and inexpensive to maintain, including wide terrace walk, two tennis, croquet and other lawns, rose garden, rockeries, productive walled kitchen garden, glasshouses, meadows and woodland; in all about

45 ACRES.

Also capital dairy holding adjoining, including good house with homestead, would be Sold in addition if desired. VERY MODERATE PRICE FOR A QUICK SALE.
Inspected and strongly recommended by the Sole Agents, from whom illustrated particulars can be obtained, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



HAMPSHIRE

ATTRACTIVE MODERN RESIDENCE, one hour from Town, near station; first-class golf, tennis, polo, hunting, fishing in the neighbourhood. Ten bed and dressing rooms, two bathrooms; stabling, garage, workshop, and other outbuildings, two greenhouses.

ELECTRIC LIGHT. CO.'S WATER. GOOD DRAINAGE. TELEPHONE.

THE GROUNDS are nicely timbered and well matured. Included are tennis lawn, rock garden, well stocked kitchen garden, orchard, and nuttery; in all about

THREE-AND-A-QUARTER ACRES.

PRICE, FREEHOLD, ONLY £6,500.

Further particulars on application to HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



GUILDFORD AND GODALMING

PICTURESQUE RESIDENCE, on high ground, commanding magnificent views; approached by carriage drive, standing in beautifully wooded grounds, containing hall, three reception rooms, twelve bedrooms, dressing room, three bathrooms, complete offices; modern drainage, Company's gas and water; stabling, garage, accommodation for chauffeur.

THE GROUNDS are beautifully laid out; tennis court, rose garden, productive kitchen garden, fruit trees, paddock; in all about

FIVE-AND-A-HALF ACRES.

RENT £300 ON LEASE.

N.B.—HOUSE is in excellent order throughout.

Inspected and recommended.—HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



REALLY CHOICE PROPERTY.

TAUNTON

POLO. GOLF. HUNTING. SHOOTING.

FOR SALE,

A CHARMING COUNTRY RESIDENCE, placed amidst old-world GARDENS AND GROUNDS of great beauty; extending to about

21 ACRES.

Lounge hall, four lofty reception rooms, thirteen bed and dressing rooms, two bathrooms, complete offices.

LODGE, STABLING, GARAGE, FARMERY, AND EXCELLENT COTTAGE.

PRICE, FREEHOLD, £10,500.

Inspected and strongly recommended by HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



KENT

Charming district, on high ground, commanding splendid views; convenient to main line station, from which LONDON is reached in about one hour.

WELL-BUILT AND PERFECTLY FITTED RESIDENCE about fifteen minutes' walk from a quaint old-world village; lounge hall with panelled ceiling, dining and drawing rooms, five bedrooms (more can be added at small expense), two bathrooms (h. and c.), excellent offices; modern drainage, electric light, Company's water, telephone; large garage, and various outbuildings.

CHARMING GROUNDS,

in perfect state of maturity; tennis lawn, rose garden, kitchen garden, splendid orchard, large paddock; in all over

FIVE ACRES. FREEHOLD, £3,500.

The Residence is in perfect order throughout.
Inspected and recommended.—HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

(Advertisements continued on page xxxiii.)

Telephone: Grosvenor 1440 (two lines).

WILSON & CO.
14, MOUNT STREET, LONDON, W.; and at YEOVIL.

F. R. WILSON, F.S.I.
A. J. SOUTHERN, F.A.I.
G. H. NEWBERY, F.S.I., F.A.I.

(For continuation of advertisements see page xxxiv.)

BY DIRECTION OF COL. H. WELCH THORNTON, J.P.

HAMPSHIRE

FIVE MILES FROM BASINGSTOKE, AND ABOUT TWELVE MILES FROM READING. BRAMLEY STATION (G.W. RY.) IS ON THE ESTATE. ABOUT AN HOUR FROM LONDON BY EXPRESS TRAINS.

THE REMAINING PORTION OF THE VALUABLE AGRICULTURAL PROPERTY

KNOWN AS

THE BEAUREPAIRE ESTATE



THE MANOR HOUSE, BRAMLEY.

A delightful half-timbered house with carved oak and panelling. At present used as three cottages, but easily reconverted into a gentleman's house of unique character.



POUND COTTAGE, BRAMLEY.

A charming week-end cottage, with hall, two or three sitting rooms, three bedrooms, and bathroom. Could be added to if desired.

INCLUDED IN THE SALE IS

THE WHOLE OF THE VILLAGE OF BRAMLEY, with about 50 cottages, several small country houses,
FULLY LICENSED HOTEL, "THE SIX BELLS," BRAMLEY,
NUMEROUS SMALL HOLDINGS,
VALUABLE ACCOMMODATION LAND,
SEVERAL CHOICE BUILDING SITES, CLOSE TO AND ADJOINING BRAMLEY STATION,
THREE ENCLOSURES OF VALUABLE WOODLAND.

NUMEROUS VALUABLE AGRICULTURAL HOLDINGS OF MODERATE SIZE,

INCLUDING

HILL END FARM	165 ACRES	DAIRY FARM	73 ACRES
LATCHMORE GREEN FARM	157 „	HALLS FARM	70 „
PAMBER FARM	135 „	HAINES FARM	62 „
FROGLANE FARM	96 „	STREET FARM	62 „
COLLEGE FARM	95 „	STACEYS FARM	38 „



STREET FARMHOUSE, BRAMLEY.



"THE SIX BELLS" HOTEL, BRAMLEY.



HILL END FARM, SHERBORNE ST. JOHN.

THE WHOLE EXTENDING TO AN AREA OF ABOUT

1,570 ACRES

WILSON & CO. (having Sold the Mansion) will offer the above for SALE by AUCTION (unless previously disposed of privately), in 60 Lots, at the Town Hall, Basingstoke, on Wednesday next, the 28th inst.

Solicitors, Messrs. MINET, MAY & CO., 5, Dowgate Hill, Cannon Street, London, E.C.

Auctioneers, Messrs. WILSON & CO., 14, Mount Street, Grosvenor Square, London, W.1; and at Yeovil.

Telephone:
Grosvenor 2260 (2 lines).

COLLINS & COLLINS

LAND AND ESTATE AGENTS.

37, SOUTH AUDLEY STREET, GROSVENOR SQUARE, W.1.

(For continuation of advertisements see page xlvi)

BY DIRECTION OF C. W. KINDERSLEY-PORCHER, ESQ.



SHOOTING. HUNTING.

EXCELLENT TROUT FISHING.

FOR SALE BY AUCTION AS A WHOLE OR IN LOTS,

THE CHOICE RESIDENTIAL, AGRICULTURAL AND SPORTING PROPERTY,

known as

CLYFFE

NEAR DORCHESTER

DORSET.



THREE MILES MORETON STATION, SIX MILES DORCHESTER, 25 MILES BOURNEMOUTH.



OCCUPYING A SUPERB POSITION, FACING SOUTH

WITH GRAND VIEWS,

is the CHARMING RESIDENCE in the ELIZABETHAN STYLE; two halls, four reception rooms, thirteen principal bedrooms, three bathrooms, ample servants' accommodation.

"CLYFFE" HOUSE

well-timbered park, pleasure gardens, stabling, woodlands; in all covering 195 ACRES, will comprise LOT 1 and would be SOLD SEPARATELY and include

ONE-AND-A-HALF MILES OF EXCELLENT TROUT FISHING IN THE RIVER FROME.

LOT 2.—THE HOME FARM of 248 ACRES could be purchased with the above Lot.



The REMAINDER of the Estate, comprising FOUR EXCELLENT DAIRY FARMS is to be offered in Lots. The ENTIRE ESTATE of

956 ACRES

WILL FIRST BE OFFERED AS A WHOLE.

Messrs. COLLINS & COLLINS will sell the above by AUCTION at THE TOWN HALL, DORCHESTER, on Wednesday, July 19th, 1922, at 2 o'clock precisely (unless previously disposed of by Private Treaty).—Particulars, plan and conditions of Sale may shortly be obtained of the Solicitors, Messrs. HOUSEMAN & CO., 6, New Court, Carey Street, W.C. 2; or of the Auctioneers, at their Offices, 37, South Audley Street, Grosvenor Square, W. 1.



COLLINS & COLLINS, OFFICES: 37, SOUTH AUDLEY STREET, GROSVENOR SQUARE, W. 1.

DUNCAN B. GRAY & PARTNERS

Head Offices: LONDON AND YORK.

Branch Offices: HORSHAM, SEVENOAKS, SALISBURY, STURMINSTER NEWTON, GILLINGHAM, SHERBORNE AND BLANDFORD.

OLD-WORLD PROPERTIES

OF THE
TUDOR, ELIZABETHAN AND JACOBEAN PERIODS.
PARTICULARIZED IN BY
DUNCAN B. GRAY & PARTNERS.

ARCHITECTURE

MESSRS. DUNCAN B. GRAY & PARTNERS will be pleased to accept instructions for advice, preparation of plans, etc., for the Renovation and Enlarging of Country and Town Properties; they have a special Department for this purpose and much important work is being carried out at the present moment under their supervision.

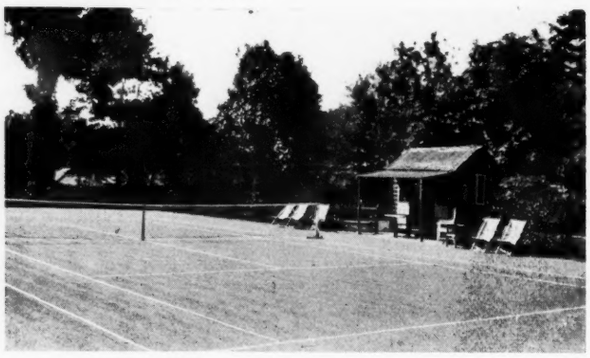
BY ORDER OF MR. D. B. GRAY, WHO IS MOVING TO LONDON.

£125 PER ANNUM (PRE-WAR RENT)

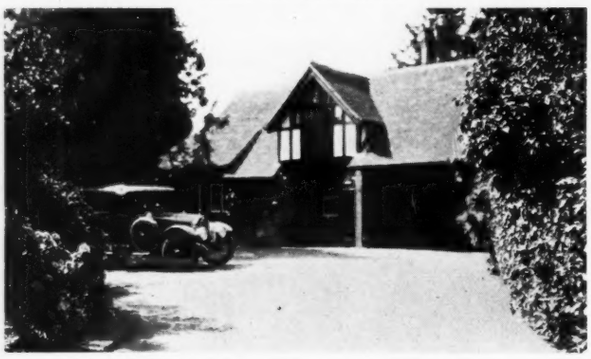
UNIQUE AND CHARMING SMALL COUNTRY PROPERTY.



DELIGHTFUL OLD GEORGIAN HOUSE.
FIVE BEDROOMS.
TWO LARGE BATHROOMS.
THREE SITTING ROOMS.



A PERFECT HARD COURT, 120ft. by 60ft., WITH RECESSED PAVILION HAVING THATCHED ROOF.



EXCELLENT MODERN GARAGE AND STABLE, with TWO GOOD ROOMS OVER, USED EITHER FOR CHAUFFEUR OR IN CONJUNCTION WITH THE HOUSE.



BEAUTIFUL SHADY GARDENS of about TWO ACRES, including PROLIFIC FRUIT AND VEGETABLE GARDENS.

The Property is situated between Maidenhead (one mile) and Bray (half-a-mile), away from floods, and within three minutes' walk of the ninth hole of the Maidenhead Golf Course (an excellent eighteen-hole course on gravel soil).

THE HOUSE IS FITTED WITH EVERY MODERN CONVENIENCE, including CENTRAL HEATING, ELECTRIC LIGHT, INDEPENDENT HOT WATER, HOT TOWEL RAILS, MAIN WATER, TELEPHONE, ETC.

Over £2,000 has been spent upon the property, and a premium of £1,000 is asked for the Lease, having about ten years unexpired. Usual repairing covenants, with the important exception that the landlord is responsible for structure.—Particulars may be obtained from DUNCAN B. GRAY & PARTNERS, 129, Mount Street, W. 1.

DURHAM AND YORKS BORDERS

PRELIMINARY NOTICE.

PRIVATELY OR BY AUCTION.

FORCETT PARK,
comprising
THE FINE OLD-FASHIONED MANSION,

approached by a long carriage drive guarded by two imposing entrance lodges, and containing *lounge hall, dining room, drawing room, library, morning room, fourteen principal bed and dressing rooms, three bathrooms, servants' quarters, ample domestic offices.*

ELECTRIC LIGHT.
CENTRAL HEATING.
MODERN DRAINAGE.



STABLING, GARAGE, LAUNDRY, FARMERY, ETC., and occupying a superb position with due south aspect commanding a splendid panorama of views, and surrounded by A MAGNIFICENTLY WELL-TIMBERED PARK, the beauty of which is enhanced by A BEAUTIFUL LAKE OF 20 ACRES. CHARMING GARDENS AND PLEASURE GROUNDS, TWO LARGE WALLED KITCHEN GARDENS; the whole embracing an area of about

240 ACRES.

MESSRS. DUNCAN B. GRAY & PARTNERS will offer the above by AUCTION at a date to be announced (unless previously Sold Privately).—Vendor's Solicitors, Messrs. TYLEE & Co., 14, Essex Street, Strand, W.C. 2. Particulars of the Auctioneers, DUNCAN B. GRAY & PARTNERS, 129, Mount Street, London, W. 1.

YORKSHIRE. NORTH RIDING

THREE MILES FROM THE MARKET TOWN OF NORTHALLERTON.

A CHARMING TUDOR RESIDENCE,
standing in beautiful grounds and containing

Lounge and inner halls, seventeen bed and dressing rooms, three reception rooms, three bathrooms, billiard lounge, ample domestic offices.

It is fitted with all modern conveniences, including
ELECTRIC LIGHT. CENTRAL HEATING.
TELEPHONE.
GARAGE. STABLES, ETC.

THE GARDENS,
which are most fascinating, retain their natural beauty, and are quite a feature of the property.

THE HOME FARM
adjoins, and the whole property, which lies practically in a ring fence, comprises about

97½ ACRES.

FOR SALE BY PRIVATE TREATY AT A MODERATE PRICE.

Agents, Messrs. DUNCAN B. GRAY & PARTNERS, 34, Coney Street, York; and at 129, Mount Street, London, W. 1.

DUNCAN B. GRAY & PARTNERS ARE ASSOCIATED WITH HENRY SMITH & SON, HORSHAM; F. D. IBBETT & CO., SEVENOAKS; NEWBERY, MYDDLETON & MAJOR, SALISBURY; SENIOR & GODWIN, STURMINSTER NEWTON, GILLINGHAM, SHERBORNE AND BLANDFORD.

Head Offices: 129, MOUNT STREET, GROSVENOR SQUARE, LONDON, W. 1; AND 34, CONEY STREET, YORK.
Telephones: Grosvenor 2353; York 1347.

Telephone :
Grosvenor 2020.

WINKWORTH & CO.

LAND AGENTS AND AUCTIONEERS, 48, CURZON STREET, MAYFAIR, LONDON, W. 1.



SUSSEX. BORDERS OF KENT

FIVE-AND-A-HALF MILES FROM TUNBRIDGE WELLS; TWO, THREE AND FOUR MILES RESPECTIVELY FROM THREE RAILWAY STATIONS.

THE FREEHOLD, RESIDENTIAL, SPORTING AND AGRICULTURAL ESTATE.

"EARL'S PLACE," MARK CROSS

FOR SALE IN ONE OR MORE LOTS,

BY PRIVATE TREATY OR BY AUCTION ON JULY 4TH.

FROM 57½ TO 437 ACRES.

VERY HIGH GROUND. SOUTH ASPECT GRAND VIEWS.

LOT 1.—Comprises the attractive moderate-size COUNTRY HOUSE, shown in the picture, recently thoroughly done up throughout regardless of expense, fitted with all modern conveniences, including HEATING AND ELECTRIC LIGHT, and containing lounge hall, four or five reception rooms, fifteen bed and dressing rooms and four bathrooms. With it will be Sold excellent stabling, garage, double tenement lodge, two cottages, laundry; PLEASURE GROUNDS, kitchen garden with range of glass, small area of woodland and park-like pastureland; in all 57½ ACRES.

LOT 2.—COTTAGE RESIDENCE and nearly NINE ACRES.

LOT 3.—EARL'S FARM, with farmhouse, cottage and buildings, 258 ACRES.

LOTS 4, 5, and 8.—COTTAGES AND GARDENS.

LOT 6.—ACCOMMODATION LAND: 31 ACRES.

LOT 7.—WOODLAND, ETC.: 75 ACRES.

Detailed illustrated particulars with plans and conditions of Sale of the Vendor's Solicitors, Messrs. LAYTONS, 29, Budge Row, Cannon Street, London, E.C. 4; or with orders to view of the Auctioneers, 48, Curzon Street, Mayfair, London, W. 1.

BERKS, BETWEEN WINDSOR AND ASCOT



ON HIGH GROUND, OVERLOOKING WINDSOR FOREST.

FOR SALE PRIVATELY, OR BY AUCTION ON JULY 21ST,

THE ATTRACTIVE FREEHOLD RESIDENTIAL PROPERTY,

"CRANBORNE HALL,"

Ready for occupation and fitted with modern conveniences, including electric light, heating, etc.

Very fine lounge hall with remarkable oak mantelpiece, enriched by exquisite carvings; billiard room with top light, dining, drawing and smoking rooms, excellent offices, thirteen bedrooms and four bathrooms.

STABLING, GARAGES, COTTAGE (four bed, two sitting rooms), two other COTTAGES, FARMERY

VERY EXCEPTIONAL PLEASURE GROUNDS, good kitchen garden, park-like lands; in all about

22 ACRES.

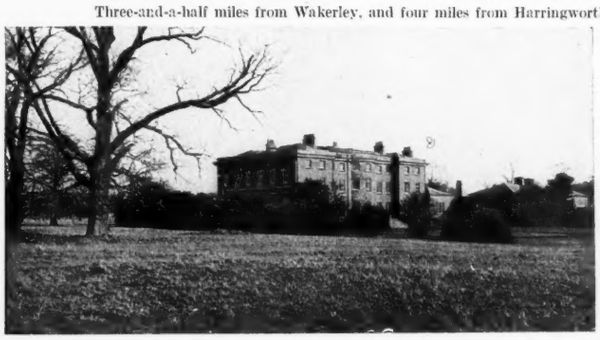
Vendor's Solicitors, Messrs. BISCHOFF, COXE, BISCHOFF & THOMPSON, 4, Great Winchester Street, E.C. 2.

Agents and Auctioneers, Messrs. WINKWORTH & CO., 48, Curzon Street, Mayfair, London, W. 1.

BY ORDER OF LIEUT.-COL. HON. E. S. WYNDHAM, D.S.O.

BORDERS OF NORTHAMPTONSHIRE AND RUTLAND

Three-and-a-half miles from Wakerley, and four miles from Harringworth Stations, eight miles from Stamford or Manton, and thirteen from Oakham.



HUNTING WITH THE COTTESMORE, FITZWILLIAM AND WOODLAND PYTCHLEY.

THE FREEHOLD RESIDENTIAL, SPORTING AND AGRICULTURAL ESTATE,

"LAXTON HALL"

comprising a

NOBLE MANSION OF THE GEORGIAN PERIOD,

not too large,

SEATED IN A MAGNIFICENTLY TIMBERED PARK;

in excellent order throughout, fitted with modern improvements, including electric light, central heating, numerous bathrooms, together with first-class stabling, beautiful old-world gardens, walled kitchen garden, lodges and cottages, and woodlands.

WITH OR WITHOUT ONE OR TWO FARMS, ETC.; in all

FROM 700 TO 1,088 ACRES.

To be SOLD BY PRIVATE TREATY, at a reduced price, by the Sole Agents, WINKWORTH & CO., 48, Curzon Street, Mayfair, London, W. 1.—Vendor's Solicitors, Messrs. MILLES, JENNINGS, WHITE & FOSTER, 5, Little College Street, London, S.W. 1.



GREAT TANGLEY MANOR

NEAR GUILDFORD.

TO BE LET, FURNISHED.

One of the smaller of the "show places" of the Home Counties.

AN EXCEPTIONALLY BEAUTIFUL

GENUINE OLD TUDOR COUNTRY HOUSE,

with a wealth of original oak panelling, carefully modernised and in first-class condition, amidst lovely rural scenery, but only about 30 miles from London; a mile from a local station, and three miles from the town and station of Guildford.

Grand old hall,	*Library,*	*Complete offices,*
Dining room,	*Fifteen to eighteen bed and*	*Stabling,*
Parlour,	*Dressing rooms,*	*Garage.*
Drawing room.	*Three bathrooms,*	

Electric light. Telephone. Modern drainage. Water laid on. Sandy soil.

DELIGHTFUL OLD-WORLD GARDENS, WITH LAKE, YEW HEDGES, TERRACE WALK AND OTHER FEATURES.

Inspected and strongly recommended by the Agents, Messrs. WINKWORTH & CO., 48, Curzon Street, Mayfair, London, W. 1.

EDINBURGH.
Telegrams: "Castiglione."
Telephone: Central 147.

CASTIGLIONE, ERSKINE & CO., LTD.

LONDON.
Telegrams: "Acoastillo, Wesdo."
Telephones { Mayfair 76. Regent 6168.

PUBLISHERS OF "THE SCOTTISH AND ENGLISH ESTATES REGISTER."
THE NEW EDITION OF WHICH IS NOW READY, AND WILL BE SENT UPON RECEIPT OF 1/- TO COVER COST OF POSTAGE.
WE UNDERTAKE THE MANAGEMENT AND SALE BY AUCTION AND PRIVATE TREATY OF LANDED ESTATES IN ALL PARTS OF THE UNITED KINGDOM; ALSO VALUATIONS FOR ALL PURPOSES.
MORTGAGES AND DEBENTURES ON SOUND BUSINESSES ARRANGED TO ANY AMOUNT. CONSULTATIONS FREE.

PRELIMINARY ANNOUNCEMENT.

GLOUCESTERSHIRE

THE SEDBURY PARK ESTATE

TWO MILES FROM CHEPSTOW, AND WITHIN THREE HOURS OF LONDON.

TO BE SOLD BY AUCTION,

AT AN EARLY DATE (UNLESS PREVIOUSLY DISPOSED OF), BY

CASTIGLIONE, ERSKINE & CO., LTD.

THIS FINE RESIDENTIAL ESTATE,

comprising

MANSION, AGENT'S RESIDENCE, FARMBUILDINGS AND AMPLE COTTAGES, AND

300 ACRES

OF FINE QUALITY PARKLAND.

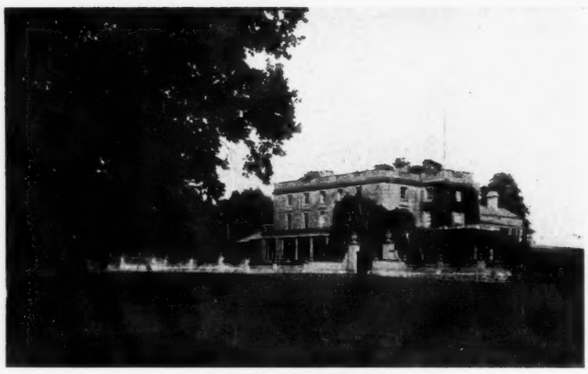
Will be offered first as a whole, and if not so Sold, it will then be offered in convenient and attractive Lots.

The House contains six reception rooms, billiard room, fifteen principal bed and dressing rooms, boudoir, two bathrooms, w.c.'s, ample servants' accommodation and domestic offices.

THERE ARE STABLING, COTTAGES, HOME FARM.
BEAUTIFUL GARDENS AND GROUNDS.

"BADAM'S COURT," AND ABOUT 30 TO 40 ACRES
WILL FORM A SEPARATE LOT.

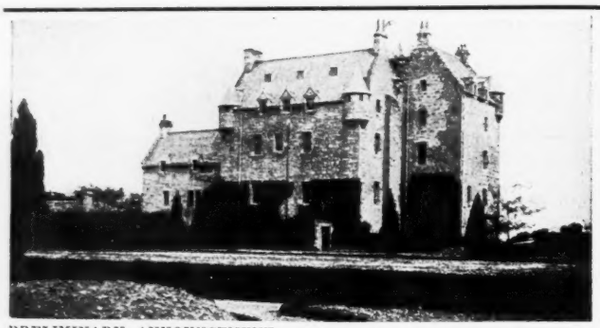
Illustrated particulars are in course of preparation, and can be obtained on application to the Auctioneers, Messrs. CASTIGLIONE, ERSKINE & CO., LTD.; or G. C. PORTER, Esq., Solicitor, Llandilo.



SEDBURY PARK MANSION.



BADAM'S COURT.



PRELIMINARY ANNOUNCEMENT.

DALCROSS CASTLE, INVERNESS-SHIRE

Four miles from Fort George, six miles from Inverness, and two miles from Culloden Moor Station.

CASTIGLIONE, ERSKINE & CO., LTD., WILL SELL THE 25 YEARS' LEASE BY AUCTION (unless previously disposed of by Private Treaty), in the Estate Rooms, 32, South Castle Street, Edinburgh, on Wednesday, June 28th, 1922, at 3 o'clock in the afternoon, THIS HISTORICAL AND BARONIAL CASTLE dates from 1620. THE CASTLE, which is 400ft. above sea level, stands in attractive pleasure grounds, and contains dining room, drawing room, morning room, smoking room, library, gunroom. THERE IS SOME FINE OLD OAK PANELLING in the reception rooms. 24 bedrooms, two bathrooms. ELECTRIC LIGHT, CENTRAL HEATING, and all modern conveniences; excellent domestic offices, and menservant's accommodation, bothy and lodge. There are 1,040 acres of GOOD MIXED SHOOTING. Exclusive right of salmon fishing. Everything is in excellent order. The Castle was restored in 1896, care being taken that the restoration in no way detracted from its original beauty.

Going towards Inverness from Nairn, Dalcross Castle can be seen amongst the trees on the hill about a mile to the left. It should not be confused with Castle Stewart, which is on the right.—Particulars and photographs on application to the Auctioneers, CASTIGLIONE, ERSKINE & CO., LTD.



PRELIMINARY ANNOUNCEMENT.

PERTH

RESIDENTIAL AND SPORTING ESTATE OF WEST TEMPAR,

EXTENDING TO ABOUT 2,000 ACRES OF MOORLAND.
TO BE SOLD BY AUCTION (UNLESS PREVIOUSLY DISPOSED OF), BY

CASTIGLIONE, ERSKINE & CO., LTD., in the Estate Rooms, 32, South Castle Street, Edinburgh, on Wednesday, June 28th, 1922, at 3 o'clock in the afternoon. This is, without exception, the model ESTATE of the NORTH, is within easy reach of the main line to London and Edinburgh, and is comprised of

A SHOOTING LODGE, well furnished with all conveniences; four parlours, six bedrooms, two dressing, three servants' rooms, etc., good domestic offices.

COTTAGE, excellently equipped of two parlours, four bedrooms, servants' room, two baths, etc., and usual kitchen accommodation. The owner lived here while the shooting and shooting lodge were let.

ENTRANCE LODGE, furnished throughout; two parlours, kitchen and parlour, wash-house, etc. GAMEKEEPER'S HOUSE and LAUNDRY HOUSE, are similar to entrance lodge, but are not furnished. Also stable, coach-house, garage, and dog kennels; two huts on hill, game larder and large kitchen garden, wash-house and laundry.

FISHING for three-quarters of a mile in River Tummel, also in Loch Rannoch

PRELIMINARY ANNOUNCEMENT.

INVERNESS. ESTATE OF CLUNES

THIS ATTRACTIVE RESIDENTIAL ESTATE

TO BE SOLD BY AUCTION (unless previously disposed of) in THE ESTATE ROOMS, 32, South Castle Street, Edinburgh, on Wednesday, June 28th, 1922, at 3 o'clock in the afternoon, by

CASTIGLIONE, ERSKINE & CO., LTD.

The Estate throughout is in perfect condition and is beautifully situated on the Beauly Firth in the parish of Kirkhill. It extends to about 300 ACRES, and is eight miles from Inverness. It marches with well-known Sporting Properties.

THE HOUSE contains four public rooms, eleven bedrooms and five servants' rooms, two bathrooms, and ample domestic offices. A SHADY VERANDAH runs past the front and partially embraces the two sides of the House, also a conservatory opening from the drawing room, and another attached to the east side. THE OUT-OFFICES comprise stabling, coach-house, garage, groom's rooms, etc. There is a large and productive kitchen garden and policies. Entrance lodge and six cottages. There is a model home farm, and the land is of excellent quality.

Particulars and photographs may be had on application to the Auctioneers, CASTIGLIONE, ERSKINE & CO., LTD.



LONDON:
19, HANOVER SQUARE, W.1; and
68, ST. JAMES' STREET, S.W. 1.

CASTIGLIONE, ERSKINE & CO., LTD.
AUCTIONEERS AND LAND AGENTS.

EDINBURGH:
32, SOUTH CASTLE STREET.

Telephones: Regent 6773 and 6774.
Telegrams: "Mercaral, London."

F. L. MERCER & CO.

7, SACKVILLE STREET, PICCADILLY, W.1.



PRELIMINARY ANNOUNCEMENT.

BETWEEN SUNNINGDALE & WOKING

35 MINUTES FROM LONDON.

A most interesting old-world property known as

"THE HOUSE OF BARNS," CHOBHAM, SURREY.

THE DELIGHTFUL OLD HALF-TIMBERED RESIDENCE is in excellent repair, and contains lounge hall, three reception rooms, eight bedrooms, dressing room, two bathrooms.

A WEALTH OF OAK BEAMS. SOLID OAK FLOORS.
ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.
MODERN DRAINAGE. SANDY SOIL. STABLING. GARAGE. FARMERY.

BEAUTIFUL AND WELL-KEPT GARDENS, ORCHARD AND MEADOWLAND; embracing an area of about

33 ACRES.

FREEHOLD FOR SALE PRIVATELY AT A VERY TEMPTING PRICE, OR BY AUCTION LATER.

GORING, OXON

A CHANCE FOR A BARGAIN.

BEAUTIFUL OLD-FASHIONED RESIDENCE, in perfect order, standing 400ft. up.

ON THE EDGE OF THE CHILTERNS.

Two reception rooms, billiard room, seven bedrooms, bathroom, splendid domestic offices; every convenience. Well-timbered pleasure gardens, orchard, and tennis lawn. Model set of farmbuildings.

44 ACRES.

Hunting. Boating. Shooting. Fishing. Golf.

FREEHOLD, ONLY 3,000 GUINEAS.

Should be inspected at once to secure.

AN UNQUESTIONABLE BARGAIN.

FOUR MILES FROM HUNTERCOMBE LINKS

This exceptionally ATTRACTIVE RESIDENCE, charmingly situate close to one of the

PRETTIEST REACHES OF THE THAMES, well above the river on rising ground.

ENTRANCE HALL, THREE LARGE RECEPTION ROOMS, EIGHT BEDROOMS, BATH.

ALL CONVENIENCES. Excellent stabling and garage, large rooms over, easily converted into a nice cottage.

CHARMINGLY PRETTY OLD MATURED *and heavily timbered pleasure grounds, beautiful nut walk towards the river, tennis lawn, prolific orchard, large kitchen garden.*

THREE ACRES.

FREEHOLD, ONLY £3,000:

Personally inspected and most strongly recommended.

A TEMPTING OFFER.

SUSSEX

One hour London. High up 'midst lovely scenery.

PERFECTLY APPOINTED MODERN RESIDENCE, in thorough repair and with every convenience; three reception, six bed, bath (h. and c.).

LIGHTING. TELEPHONE. NEW DRAINAGE.

Pretty pleasure grounds and well-timbered meadows.

21 ACRES. FREEHOLD, £3,750.



CROWBOROUGH

AT A SACRIFICIAL PRICE.

THIS CHARMING STONE-BUILT RESIDENCE, occupying a lovely situation, 550ft. up, commanding extensive and glorious views, and containing

HALL, CONSERVATORY, THREE RECEPTION ROOMS, EIGHT BEDROOMS, TWO BATHROOMS, SPLENDID DOMESTIC OFFICES.

EXCELLENT STABLING, TWO COTTAGES.

CENTRAL HEATING. MAIN DRAINAGE. TELEPHONE.

DELIGHTFUL PLEASURE GROUNDS and GARDENS, OVER SIX ACRES.

THIS PROPERTY COST OVER £11,000.

Immediate Sale desired.

WILL ACCEPT £7,000, FREEHOLD.

An opportunity not to be missed!! SOLE AGENTS.

A VERY GREAT BARGAIN.

ONGAR

ONE HOUR FROM TOWN.

A FINE OLD HOUSE in excellent repair, well situated, with delightfully rural environments; providing

Lounge hall, three reception rooms, nine bedrooms, two bathrooms.

GAS. CO.'S WATER. MODERN DRAINAGE. STABLING. GARAGE.

Nicely timbered pleasure grounds and paddock of about

FOUR-AND-A-HALF ACRES.

FREEHOLD, 3,000 GUINEAS.

A REAL BARGAIN.

SOMERSET

NEAR WELLS, FROME AND BATH.

CHARMING GEORGIAN RESIDENCE, in perfect order and with all modern conveniences.

Lounge hall, Three reception, Eight bedrooms, | Bath, Main water and gas. Main drainage.

Entrance lodge, modern stabling and garage.

BEAUTIFUL OLD MATURED AND PARK-LIKE GARDENS.

Golf only fifteen minutes' walk.

PRICE WITH SIX ACRES, £3,000.

Further land up to 30 acres can be had if desired.



SEVENOAKS & MAIDSTONE

(BETWEEN).

In a lovely part of Kent, far famed as the Garden of England.

ONE HOUR FROM LONDON.

THIS CHARMING LITTLE FREEHOLD RESIDENCE,

substantially built of stone and weather tiles with tiled roof.

Standing 500ft. up, facing due south, commanding glorious panoramic views for many miles around.

Lounge hall, three reception rooms, five bedrooms, bathroom, and all modern conveniences.

MAIN WATER. MODERN DRAINAGE.

TELEPHONE.

Stabling and garage.

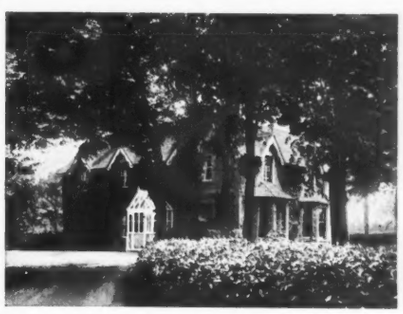
VERY PRETTY FLOWER GARDENS, lawns, kitchen garden, small orchard; in all about

TWO ACRES

(A further two acres available).

FREEHOLD. ONLY £2,250.

A GREAT BARGAIN.



SURREY

38 MINUTES FROM LONDON.

A VALUABLE FREEHOLD PROPERTY of about

58 ACRES

(WOULD BE SOLD WITH LESS LAND),

including the very attractive and substantially built Residence, in perfect order (£3,000 recently spent on improvements); lounge hall, two large reception rooms, billiard room, six bedrooms, bathroom.

CO.'S GAS AND WATER, TELEPHONE, MODERN DRAINAGE; stabling, garage, splendid range of farmbuildings with accommodation for 20 cows; the whole forming an ideal little Estate with home farm. Extremely well placed; convenient both for London and the South Coast.

FOR SALE AT A TEMPTING PRICE.

19 MILES SOUTH OF LONDON

VALUABLE FREEHOLD STUD FARM

comprising about

350 ACRES

with magnificent range of first-class buildings, 60 loose boxes and a further 46 boxes, conveniently situated; also SEVEN COTTAGES.

CHARMING OLD MANOR HOUSE, modernised and containing three reception rooms, two of which are oak-panelled, six bedrooms, two bathrooms. Recently redecorated by a well-known London firm.

ELECTRIC LIGHT. TELEPHONE. CO.'S WATER.

The whole lying compactly together in a ring fence.

FREEHOLD, FOR IMMEDIATE SALE, AT A VERY MODERATE PRICE.

Inspected and recommended.



BERKS, NEAR TWYFORD

40 MINUTES LONDON.

THIS CHARMING GEORGIAN RESIDENCE, thoroughly up to date with all conveniences, and containing

Four reception rooms, seven bedrooms,
Two bathrooms; central heating,
Main water, modern drainage, gas;
Stabling, garage.

LOVELY OLD MATURED PLEASURE GARDENS, paddock, etc.; in all

SEVEN-AND-A-HALF ACRES.

PRICE, FREEHOLD, ONLY £3,600.

Telephone : Gerrard 37.
Telegrams :
" Selanlet, Piccy, London."

HAMPTON & SONS

Branch Office at Wimbledon.
Telephone :
Wimbledon 80.

(For continuation of advertisements see pages vi., viii. and xxiv. to xxviii.)

NEAR SEVENOAKS, KENT

One-and-a-half miles from Kemsing, two-and-a-half miles from Otford, three miles from Sevenoaks Stations; beautiful position 350ft. up, enchanting and extensive views east, south and west.

ONE OF THE CHOICEST OF THE SMALLER FREEHOLD RESIDENTIAL PROPERTIES,



known as

"WYBOURNES," KEMSING,

comprising a beautiful RESIDENCE in the Queen Anne style, fitted with up-to-date sanitary appliances, beautiful old chimney pieces, oak panelling, central heating, acetylene gas, Company's water, post office telephone and main drainage; on the outskirts of an old-world village and approached by a bold courtyard from a little-used road, and containing seven principal bedrooms, day and night nurseries, boudoir or schoolroom, servants' bedrooms, three baths, two staircases, vestibule, hall, three reception rooms and domestic offices; stabling, garage and married man's quarters, two cottages; sufficiency of glasshouses; charming pleasure grounds, orchard, parklike meadows, kitchen and fruit gardens; in all about

EIGHTEEN ACRES.

With vacant possession.



To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 4th, at 2.30 p.m. (unless previously Sold). Solicitors, Messrs. HARGREAVES & JOBLIN, 14, Market Place, Durham, and 7, Stone Buildings, Lincoln's Inn, W.C.—Illustrated particulars and conditions of Sale from the Auctioneers, HAMPTON & SONS, 20, St. James' Square, S.W. 1.

IN A FAVOURITE SPORTING DISTRICT ON THE

WILTS AND BERKS BORDERS

WITHIN EASY REACH OF CIRENCESTER, LECHLADE, FARINGDON, ETC. HALF-A-MILE FROM G.W.R. STATION AND MARKET TOWN.

The V.W.H. and OLD BERKS packs hunt the district. Fishing in good trout streams in the Upper Thames is within easy reach.

A CHOICE FREEHOLD RESIDENTIAL PROPERTY OF

70 ACRES





The charming old stone House is well placed,

430FT. ABOVE SEA LEVEL. ENJOYING FINE VIEWS,

amidst its beautifully timbered grounds and park-like meadows, through which it is approached by two carriage drives, each with an entrance lodge.

It contains

THREE OR FOUR RECEPTION ROOMS, 16 TO 20 BED AND DRESSING ROOMS, THREE BATHROOMS, AND VERY GOOD GROUND FLOOR OFFICES. CENTRAL HEATING, ACETYLENE GAS. UNFAILING WATER SUPPLY FROM SPRINGS ON THE ESTATE. MODERN DRAINAGE.

STABLING FOR ELEVEN HORSES, INCLUDING EIGHT LOOSE BOXES. GOOD QUARTERS FOR MEN.

Charming expanse of lawn with space for THREE TENNIS COURTS; large WALLED GARDEN, ORCHARD; ATTRACTIVE HOME FARM with five excellent paddocks and suitable buildings and cottages. The whole lies compactly together, is well watered and tithe free.

Apply F. LEIGH WYATT, Esq., Estate Office, Faringdon, Berks; or to HAMPTON & SONS, 20, St. James' Square, S.W. 1. (H 32,362.)

WIMBLEDON COMMON

"OAK LODGE," PRINCES ROAD

Charmingly situated in the choicest position in the district; the subject of lavish expenditure; complete in every detail and in first-rate order; avenue approach.



Vestibule, oak-panelled lounge (37ft. by 19ft.), winter garden, loggia, panelled dining and billiard-music rooms, fine drawing room, four bathrooms, fifteen bed and dressing rooms, servants' hall.

EXCELLENT GROUND FLOOR OFFICES.

Choice Panelling. | Parquet Floors. | Central Heating. | South Aspect.

Stables. Garages. Two cottages.

DELIGHTFUL GROUNDS OF THREE-AND-A-HALF ACRES.



TO BE SOLD BY AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 4th next, unless Sold previously.—Solicitor, C. R. ENEVER, Esq., Broad Street House, E.C. 2.

For illustrated particulars and conditions of Sale apply the Auctioneers,

HAMPTON & SONS, High Street, Wimbledon Common, or 20, St. James' Square, S.W. 1.

Telephone: Gerrard 37.
Telegrams:
"Selanlet, Piccy, London."

HAMPTON & SONS

Branch Office at Wimbledon.
Telephone:
Wimbledon 80.

(For continuation of advertisements see pages vi., viii. and xxiv. to xxviii.)

SURREY

IN THE BEAUTIFUL DISTRICT OF WITLEY AND CHIDDINGFOLD.

FOR SALE.

A MOST ATTRACTIVE FREEHOLD RESIDENTIAL AND SPORTING PROPERTY OF 239 ACRES,

including a charming RESIDENCE, occupying a delightful position some 300ft. above sea level, with views over most exquisite scenery.

Hall, three reception rooms, billiard room, twelve bed and dressing rooms, day and night nurseries, two bathrooms, complete offices.

ELECTRIC LIGHT. RADIATORS. COMPANY'S WATER.
STABLING, GARAGE, TEN COTTAGES, FARM.

THE GARDENS AND GROUNDS are finely timbered. There are tennis lawns, rose garden, fine old yew hedge, kitchen and fruit garden.

The Property lies compactly and is interspersed with thriving oak woodlands admirably placed for shooting.

Inspected and recommended by the Sole Agents,
HAMPTON & SONS, 20, St. James' Square, S.W. 1.





THIS INTERESTING HISTORICAL

ELIZABETHAN MANOR HOUSE

Finely situate 400ft. above sea level, commanding beautiful open views to the South, seated in charming pleasure gardens.

FOR SALE,
with the capital HOME or STUD FARM of about
163 ACRES.

The Great Hall with its lofty mullioned windows, original stained glass windows and open timbered roof, and oak panelling, is a feature of the old house.

FOUR RECEPTION ROOMS, LOGGIA, FIFTEEN BED AND DRESSING ROOMS, TWO BATHROOMS, AND GOOD OFFICES.

COMPANY'S WATER. CENTRAL HEATING. MODERN DRAINAGE.
Stabling. Garage. Farmery. Four cottages.

CHARMING SHADY GARDENS,

clipped yew hedges, quaint box garden, tennis and croquet lawns, nut walks, etc., productive kitchen garden, and orchards.

ABOUT 120 ACRES IS EXCELLENT PASTURE.
All in hand and in good condition.

WITHIN 25 MILES OF LONDON.

Sole Agents,
HAMPTON & SONS, 20, St. James' Square, S.W. 1.

NEAR BYFLEET AND WOKING

ONE OF THE MOST SUBSTANTIALLY BUILT AND SPLENDIDLY APPOINTED OF "THE LESSER COUNTRY HOUSES OF TO-DAY."

On the crown of a hill adjoining golf course, with south aspect and distant views.

FOR SALE, FREEHOLD. The Residence is in first-rate order, has practically every conceivable convenience, and contains lounge hall, three reception rooms (all with beautiful panelling, oak floors and open fireplaces), handsome billiard room, thirteen bedrooms, three baths.

CO.'S WATER AND ELECTRIC LIGHT. MAIN DRAINAGE.
TELEPHONE. CENTRAL HEATING.

Double entrance lodge, stabling, garage; highly picturesque grounds of an inexpensive character, lawns, kitchen garden and woodland; in all about

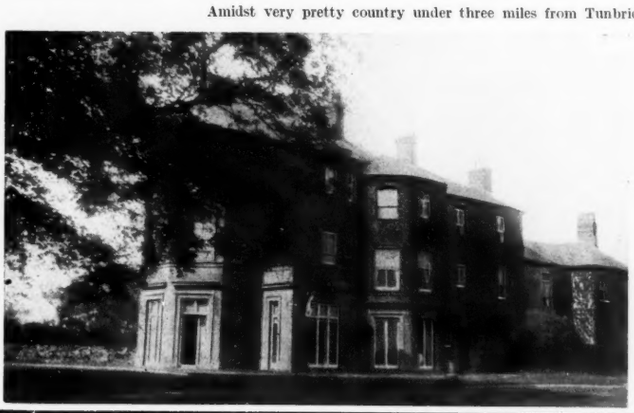
21 ACRES.

A property of singular charm, personally inspected and strongly recommended by HAMPTON & SONS, 20, St. James' Square, S.W. 1.



KENT

Amidst very pretty country under three miles from Tunbridge Wells, with its excellent service of fast trains to Town.



FOR SALE,

A MOST DESIRABLE COUNTRY RESIDENCE, in most convenient situation, 400ft. up, commanding views of great extent and beauty, and having every modern convenience, including

ELECTRIC LIGHT. CO.'S WATER AND GAS. TELEPHONE.

Drawing room, Dining room, | Morning room, Garden room, | Fourteen bed and dressing rooms, Three bathrooms.

GARAGE FOR TWO CARS. STABLING. FARMBUILDING.

FIVE SUPERIOR COTTAGES.

LOVELY OLD GARDENS, grandly timbered with well-grown forest trees; tennis court, rock borders, very fine walled-in kitchen garden, also enclosures of park-like meadowland; in all over

20 ACRES.

Strongly recommended by
HAMPTON & SONS, 20, St. James' Square, S.W. 1. (K 25,799.)

Offices: 20, ST. JAMES' SQUARE, S.W. 1.

Telephone: Gerrard 37.
Telegrams:
"Selaniet, Piccy, London."

HAMPTON & SONS

Branch Office at Wimbledon.
Telephone:
Wimbledon 80.

(For continuation of advertisements see pages vi., viii. and xxiv. to xxviii.)

ABOUT TWELVE MINUTES' WALK FROM THE STATION ON MET. AND S.G. JOINT RY., WITHIN EASY REACH OF NORTHWOOD, SANDY LODGE, AND OXHEY GOLF COURSES.



THE ATTRACTIVE and WELL-ARRANGED
FREEHOLD FAMILY RESIDENCE,
known as

"TERRILANDS,"

PINNER, MIDDLESEX.

Choice position 200ft. up; away from main roads; carriage drive.

Lounge hall, drawing room 33ft. by 18ft. (excluding ingle), two other reception rooms, full-sized billiard room, verandah, and loggia, principal and secondary staircases, fourteen bed and dressing rooms, three baths, and compact offices.

CENTRAL HEATING.
ELECTRIC LIGHT AND GAS. MAIN DRAINS.
Excellent repair.

Motor garage, chauffeurs' quarters, gardener's cottage, glasshouses.

PLEASURE GROUNDS of REMARKABLE CHARM;
in all over

TWO-AND-A-HALF ACRES. WITH VACANT POSSESSION.



To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, London, S.W. 1, on Tuesday, July 25th, 1922 (unless previously Sold).

Solicitors, Messrs. BUDD, JOHNSON, JECKS & COLCLOUGH, 24, Austin Friars, London, E.C. 2. Particulars and conditions of Sale from the Auctioneers,

HAMPTON & SONS, 20, St. James' Square, S.W. 1.

DERBY

BETWEEN CHESTERFIELD AND SHEFFIELD.



IN A GOOD POSITION NEAR STATIONS ON BOTH G.C. RY. AND MID. RY.

TO BE LET, UNFURNISHED, OR SOLD,

THIS DELIGHTFUL OLD-FASHIONED COUNTRY HOUSE,

CHIEFLY OF ELIZABETHAN CHARACTER,

and containing

FOUR RECEPTION, BILLIARD, TEN BED AND DRESSING ROOMS, TWO BATHROOMS, ETC.

Good stabling, garage, and lodge.

FINELY WOODED OLD GARDENS AND GROUNDS of nearly

SIX ACRES.

HAMPTON & SONS, 20, St. James' Square, S.W. 1.



A BEAUTIFUL OLD PLACE.

SUSSEX

NEAR HAYWARDS HEATH.

TO BE LET, UNFURNISHED, a charming XVITH CENTURY COUNTRY HOUSE, thoroughly restored and redecorated, and containing every modern convenience. It stands high with south aspect, and contains good hall, three reception, ten bed and dressing rooms, bathroom, etc.

ELECTRIC LIGHT. *TELEPHONE.*

Stabling for four. Large motor house and rooms over and cottage. REMARKABLY ATTRACTIVE OLD-WORLD GARDENS extend with meadowland to

EIGHT ACRES.

Inspected and recommended by
HAMPTON & SONS, 20, St. James' Square, S.W. 1. (C 8460.)



TO BE LET OR SOLD.

TUNBRIDGE WELLS

DELIGHTFUL MODERN RESIDENCE,
IN OVER FOUR ACRES,

enjoying a lovely situation with extensive views; three reception, nine bedrooms, bathroom, two staircases and good offices.

ELECTRIC LIGHT. GAS. TELEPHONE. MAIN DRAINAGE.
GARAGE. CENTRAL HEATING.
WELL-TIMBERED GROUNDS, ORCHARD, WOODLAND and MEADOW.

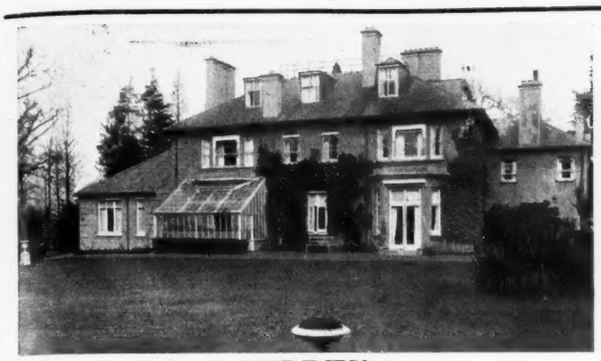
Apply
HAMPTON & SONS, 20, St. James' Square, S.W. 1. (K 33,805.)

Telephone: Gerrard 37.
Telegrams:
"Selaniet, Piccy, London."

HAMPTON & SONS

(For continuation of advertisements see pages vi., viii. and xxiv. to xxviii.)

Branch Office at Wimbledon.
Telephone:
Wimbledon 80



SURREY

About two miles from Guildford Station and ten minutes' walk from Golf Course.
THE VERY CHOICE AND COMPACT FREEHOLD PROPERTY,
"THE GREENWOOD," MERROW, GUILDFORD,
in first-rate decorative repair, fitted with CENTRAL HEATING, ELECTRIC LIGHT and TELEPHONE; carriage drive.
Four reception rooms, fine billiard room, principal and secondary staircases, twelve bed and dressing rooms, three baths and compact offices; stabling and man's quarters, garage for two large cars, glasshouses.
DELIGHTFUL PLEASURE GROUNDS and PADDOCK; in all about
NINE-AND-A-QUARTER ACRES. WITH VACANT POSSESSION.
To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 4th, at 2.30 p.m. (unless previously Sold).
Solicitors, Messrs. FIELD, ROSCOE & Co., 36, Lincoln's Inn Fields, W.C.
Particulars and conditions of Sale may be obtained from the Auctioneers, HAMPTON & SONS, 20, St. James' Square, S.W. 1.



About one-and-a-quarter miles from Cuffley and Goffs Oak Station, G.N. Ry., and slightly over that distance from Cheshunt Station, G.E. Ry. In a most perfect setting within fifteen miles of town.
The enviable and historical FREEHOLD MANOR HOUSE.

"COLESGROVE"

GOFFS OAK, CHESHUNT.

On a southern slope some 232ft. above sea level, commanding a magnificent prospect to south and west. For some time the home of Richard Cromwell, brother of the Lord Protector, approached by double drive with North and South Lodges, and containing six principal and four servants' bed and dressing rooms, bathroom, two staircases, halls, three reception rooms, and good offices; garage, greenhouses, good farmbuildings, delightful gardens, retaining old-world air, kitchen garden, paddock, etc., in all nearly SIX-AND-A-QUARTER ACRES.

Boating, golf, fishing, hunting, Company's gas and water, light soil, also beautiful undulating meadow of over six acres. VACANT POSSESSION.
To be SOLD by AUCTION, in one or two lots, at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 4th, at 2.30 p.m. (unless previously Sold).
Solicitors, Messrs. BREEZE & WYLES, 109, Bow Road, London, E.
Illustrated brochure and conditions of sale from the Auctioneers, HAMPTON and SONS, 20, St. James' Square, S.W. 1.



HERTFORDSHIRE

About one-and-a-half miles from Cuffley Station (G.N. Ry.), and two-and-a-half from Cheshunt (G.E. Ry.); golf and hunting available; beautiful country.
THE CHOICE AND COMPACT FREEHOLD RESIDENTIAL PROPERTY, known as
WOODGREEN PARK, GOFFS OAK, CHESHUNT
In high and bracing position, delightful views extending to Epping Forest; long carriage drive; hall, four reception rooms, billiard room, two staircases, thirteen bedrooms, two baths, and usual offices; central heating, own electric light, Co.'s gas, telephone; exceptionally attractive pleasure grounds and well-timbered parkland; in all about 36½ ACRES.
Large garage, stabling, man's accommodation, two cottages, and numerous outbuildings. VACANT POSSESSION.
To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 18th, at 2.30 p.m. (unless previously Sold).—Solicitors, Messrs. PALMER & ROBINSON, 19 and 20, Charles Square, City Road, E.C.
Illustrated particulars and conditions of Sale of the Auctioneers, HAMPTON & SONS, 20, St. James' Square, S.W. 1.



KENT

About ten minutes' walk Sundridge Park and Bickley Stations, S.E. & C. Ry.
The attractive and well-appointed FREEHOLD FAMILY RESIDENCE,
"STALHEIM," PLAISTOW LANE, BROMLEY.
Choice position; close to numerous golf courses; carriage approach.
Nine bed and dressing rooms, two baths, principal and secondary staircases, lounge hall, three reception rooms and compact offices.
ELECTRIC LIGHT. MAIN DRAINAGE. TELEPHONE.
Parquet floors. Good repair.
PRETTY GARDENS of nearly ONE-AND-A-QUARTER ACRES.
Stabling. Garage and man's quarters. Glasshouse.
VACANT POSSESSION.
To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 4th, at 2.30 o'clock (unless previously Sold).
Solicitors, Messrs. BEACHCROFT, HAY & LEDWARD, 9 and 11, Theobald's Road, W.C. 1.
Illustrated particulars from the Auctioneers, HAMPTON & SONS, 20, St. James' Square, S.W. 1.



HERTS

About two miles from Chorley Wood and Rickmansworth Stations; high situation gravel soil, southern exposure and views.
The exceedingly attractive FREEHOLD RESIDENTIAL PROPERTY,
"LADYWALK," RICKMANSWORTH.
Long carriage drives; hall, three reception rooms, billiard room, principal and secondary staircases, thirteen bed and dressing rooms, nurseries, two baths and compact offices; central heating, electric light, Company's gas and water, telephone. Stabling, garage and married man's quarters, farmery; very charming pleasure grounds and parkland; in all about
32½ ACRES. WITH VACANT POSSESSION.
To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 11th, at 2.30 p.m. (unless previously Sold).
Solicitors, Messrs. BURCHELL, WILDE & CO., Members Mansions, 35, Victoria Street, Westminster, S.W. 1.
Particulars and conditions of Sale from the Auctioneers, HAMPTON & SONS, 20, St. James' Square, S.W. 1.



PUTNEY HEATH

Enjoying extensive views over WIMBLEDON COMMON and PUTNEY HEATH.
"WYNNSTAY,"
A HANDSOME AND DIGNIFIED FREEHOLD RESIDENCE, most substantially built and MAGNIFICENTLY APPOINTED. Noble hall 40ft. by 25ft., four reception rooms, billiard room, handsome conservatory, fourteen bed and dressing rooms, three bathrooms, excellent offices, servants' hall; oak floors; electric light; grand views; stabling and garage, five rooms over.
DELIGHTFUL GROUNDS OF ONE-AND-A-HALF ACRES.
Tennis lawn, kitchen garden, range of glass.
To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 18th (unless Sold previously).—Solicitors, Messrs. BENNETT, LEAVER & HAYWARD, 41, Moorgate, E.C. 2.—Illustrated particulars of the Auctioneers.
HAMPTON & SONS, High Street, Wimbledon Common, or 20, St. James' Square, S.W. 1.

Telephone : Gerrard 37.
Telegrams :
"Selaniet, Piccy, London."

HAMPTON & SONS

Branch Office at Wimbledon.
Telephone :
Wimbledon 80.

(For continuation of advertisements see pages vi., viii., and xxiv. to xxviii.)



BY ORDER OF THE PUBLIC TRUSTEE.

LAKE, BATHING. COARSE FISHING. BOATING. GOLF.

LAKESIDE, STAINES, MIDDLESEX

FREEHOLD RESIDENCE, containing, on two floors only, five bedrooms, bath, halls, two or three reception rooms, usual offices ; electric light, main drainage, Co.'s gas and water ; modern construction.

DELIGHTFUL GROUNDS OF ONE-AND-THREE-QUARTER ACRES, with ornamental lake of about one acre.

GARAGE. BATHING HUT.

To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, on Tuesday, July 11th, at 2.30 p.m. (unless Sold Privately beforehand).

Solicitor, H. LAYTON STAFFURTH, Esq., Bognor, Sussex.

Illustrated particulars and conditions of Sale from the Auctioneers, DUDLEY W. HARRIS & CO, LTD., Staines and Feltham, Middlesex ; and HAMPTON & SONS, 20, St. James' Square, London, S.W. 1.

BY ORDER OF EXECUTORS.

Lovely situation, 510ft. up, at head of beautiful valley, commanding a wondrous unsurpassed prospect. Golf, hunting, other sporting facilities.

"LINGWOOD," EAST LISS

HANTS AND SUSSEX BORDERS.

COMFORTABLE FREEHOLD RESIDENCE,

approached by pretty drive, and containing

LOUNGE HALL, THREE RECEPTION AND BILLIARD ROOM, VERANDAHS, STAIRCASES, EIGHT PRINCIPAL AND FIVE SERVANTS' BED AND DRESSING ROOMS, BATHROOM.

CENTRAL HEATING. SANDY SOIL. COMPANY'S WATER.

Stabling, garage, groom's quarters cottage.

OLD-ESTABLISHED AND WELL-WOODED GARDENS

of enchantment, together with a park-like paddock ; in all slightly over

SEVEN-AND-THREE-QUARTER ACRES.

To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 18th, at 2.30 (unless disposed of Privately beforehand).

Solicitors, Messrs. BURLEY & GEACH, 27, Lavant Street, Petersfield, Hants.

Illustrated brochure and conditions of Sale from the Auctioneers, Mr. REGINALD C. S. EVENNETT, Haslemere, Hindhead, and Farnham ; or HAMPTON & SONS, 20, St. James' Square, S.W. 1.



BERKS

About two miles from Maidenhead Station on main line, G.W. Ry., with fast trains to Paddington.

Golf, hunting, boating, fishing and racing in the neighbourhood.

THE SINGULARLY ATTRACTIVE AND COMPACT FREEHOLD RESIDENTIAL PROPERTY,

"HENDENS MANOR,"

HOLYPORT, NEAR MAIDENHEAD,

comprising an interesting and very beautiful House, approached by two carriage drives, and containing, on only two floors, fourteen bedrooms, seven baths, principal and secondary staircases, lofty oak-panelled hall, four handsome reception rooms, private theatre, with dressing rooms, and compact offices ; central heating, electric light, Company's water, telephones, costly panelling and fitments, RIDING SCHOOL, MODEL TRAINING STABLES, EXTENSIVE GARAGES, THREE COTTAGES, DELIGHTFUL PLEASURE GROUNDS, KITCHEN GARDEN, ORCHARD, AND PADDOCK ; in all nearly

THIRTEEN ACRES.

WITH VACANT POSSESSION.

Also (adjoining) AN ENCLOSURE OF 38¾ ACRES OF ARABLE LAND.

To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 25th, at 2.30 p.m. (unless previously disposed of), in two lots.

Solicitors, Messrs. T. W. STUCHBERY & SON, 1, Park Street, Maidenhead.

Illustrated particulars, plan, and conditions of Sale may be obtained from the Auctioneers,

HAMPTON & SONS, 20, St. James' Square, S.W. 1.



AT A VERY MODERATE RESERVE.

HERTS AND ESSEX BORDERS

Two miles from station, in lovely unspoiled district, 270ft. high, with beautiful views to the west.

"BATTAILES," GREAT EASTON, NEAR DUNMOW.

A most attractive medium-sized RESIDENCE (a copy of a XVIth century Shropshire house), approached by a long drive, and containing seven bed and dressing rooms, attic, bath, boxroom, oak and another staircase, lounge hall (panelled and measuring 27ft. by 17ft. 4in.), two reception rooms, and compact offices ; acetylene gas, ample water, good sanitation ; stabling and garage ; beautiful gardens with yew hedges and park-like paddock ; in all nearly

FIFTEEN-AND-A-HALF ACRES.

WITH VACANT POSSESSION.

Also TWO FREEHOLD COTTAGES in the village.

To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 18th, at 2.30, in Three Lots (unless previously disposed of).

Solicitors, Messrs. WADE, DAVIES & LEWIS, Dunmow, Essex. Particulars from the Auctioneers,

HAMPTON & SONS, 20, St. James' Square, S.W. 1.

ON A PRIVATE BACKWATER WITH DIRECT ACCESS TO THE RIVER THAMES.

Golf. Fishing. Boating. Bathing. Racing. Tennis.

Well up above flood level, pretty view across river and country. Good repair. Gravel soil.

"WYNBERG"

BROOMWATER, TEDDINGTON.

MODERN FREEHOLD RESIDENCE,

WITH COMPANY'S GAS, WATER, ELECTRIC LIGHT, AND MAIN DRAINAGE,

containing

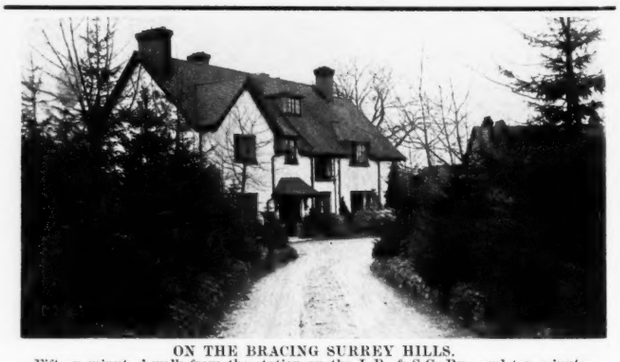
FIVE BEDROOMS, BATHROOM, TWO RECEPTION, AND A BILLIARD OR PLAYROOM, VERANDAH, CONSERVATORY-LOUNGE, SMALL RECREATION ROOM, HALL, GOOD OFFICES. GARAGE.

NICELY SHADED GARDEN WITH SUBSTANTIAL LANDING AND BATHING STAGE TO THE BROOMWALK.

To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 11th, at 2.30 p.m. (unless previously Sold).

Solicitors, Messrs. CHAS. G. BRADSHAW & WATERSON, 16, Finsbury Square, E.C.

HAMPTON & SONS, 20, St. James' Square, S.W. 1.



ON THE BRACING SURREY HILLS.

Fifteen minutes' walk from the station on the L.B. & S.C. Ry., and ten minutes from the beautiful Limpsfield Common, and golf links.

THE ATTRACTIVE AND PICTURESQUE FREEHOLD FAMILY RESIDENCE, known as

"BINEFIELD," OXTED

Delightful position, 400ft. above sea level ; carriage drive ; lounge hall, three reception rooms, ten bed and dressing rooms, two baths, and compact offices ; Company's water, petrol gas, main drains, telephone ; charmingly laid-out pleasure grounds of about

ONE-AND-THREE-QUARTER ACRES.

WITH VACANT POSSESSION.

To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W. 1, on Tuesday, July 25th, at 2.30 p.m. (unless previously Sold).

Solicitors, Messrs. BURGESS, TAYLOR & TRYON, 1, New Square, Lincoln's Inn, W.C. 2. Particulars and conditions of Sale from the Auctioneers,

HAMPTON & SONS, 20, St. James' Square, S.W. 1.

ROBINSON, WILLIAMS & BURNANDS

89, MOUNT STREET, GROSVENOR SQUARE, W.

Telephones: GROSVENOR 2430 and 2431. Telegrams: "THROSIXO, LONDON."

A GEM OF ELIZABETHAN ARCHITECTURE

KENT AND SUSSEX BORDER.

FREEHOLD FOR SALE,

Full of

BEAUTIFUL PANELLING AND MASSIVE OAK TIMBERING.

71 ACRES.

FORMING AN IDEAL HOME.





ACCOMMODATION: Ten bedrooms, three bathrooms, lounge 40ft. by 25ft., music room 30ft. by 20ft., studio, two reception rooms.

STABLING. GARAGE. FARMERY.

COMPANY'S WATER.

GLORIOUS GROUNDS,

with prolific kitchen garden, orchard, tennis court, bathing pool, and first-class arable and pastureland.

Full particulars and photographs from the Owner's Agents, ROBINSON, WILLIAMS & BURNANDS, as above. (5261.)

CALLAWAY & CO.

AUCTIONEERS, SURVEYORS, VALUERS, LAND AND ESTATE AGENTS, DEVON.

Offices at: The Bank House, HATHERLEIGH; 6, Queen St., EXETER; 5, George St., PLYMOUTH, etc.

FOR SALE BY PRIVATE TREATY.

NEAR ELBURTON (South Devon; about one-and-a-half miles from Elburton Cross and one mile from Brixton Road Station, on the Yealmpton Branch of the G.W. Ry., and about four-and-a-half miles by road from Plymouth, and one mile from the celebrated Wembury beach and sands).—A charming and most pleasantly situated COUNTRY RESIDENCE, standing in its own well laid-out pleasure grounds and flower gardens, and approached by a winding carriage drive protected from the main road by iron entrance gates with granite pillars and lodge. The House, which is of recent construction, contains portico entrance hall, dining room with folding doors leading to drawing room, breakfast room, kitchen with range, scullery and other useful offices; on the half landing are a lavatory and linen cupboard; on the first floor are five principal and two servants' bedrooms, bathroom (h. and c.) and lavatory basin. At convenient distance from the House is a range of outbuildings consisting of large coach-house with cement floor (would make excellent garage), stable with three loose boxes and two stalls, over the whole of which is a large loft and two living rooms with fireplace; a lean-to harness room adjoins, while quite near is a small stone and slated building suitable for cowhouse, piggery or poultry house; small walled fruit garden and very productive vegetable garden planted with fruit trees. The Bungalow Lodge at the entrance contains kitchen, two bedrooms, galvanised covered shed, woodhouse and e.c., with garden adjoining. The lands, all of which are in hand, are very productive and well-watered, and comprise altogether 145 acres, 3 roods, 4 poles. The woods, in hand, contain much valuable and fully matured timber. The shooting, in hand, is particularly attractive, game being preserved in the neighbourhood. IMMEDIATE POSSESSION. PRICE, FREEHOLD (including timber), £5,750.—For further particulars and order to view apply CALLAWAY & CO., as above. (P 432.)

NORFOLK & PRIOR

Telegrams: "Teamwork, Piccy, London."
Telephone: Regent 6668-6669.

131, REGENT STREET, W.1.

Auctioneers and Surveyors, Valuers, Land and Estate Agents.

A FASCINATING COUNTRY HOME

On high ground, in glorious country, enjoying magnificent views; convenient for several good towns and villages; under three hours from London, and having exceptional sporting and social advantages.

THIS ORIGINAL, HISTORICAL AND PERFECTLY PRESERVED TUDOR MANOR HOUSE

is a choice example of early English half-timbering, in faultless repair, and equipped with all modern conveniences, including central heating and main drainage.

RICH IN OAK PANELLING. BEAMED AND PANELLED CEILINGS. CARVED STONE AND OAK CHIMNEYPIECES.

The well arranged accommodation includes lounge halls, four reception rooms, sixteen bed and dressing rooms, nursery, two bathrooms, exceptional domestic offices; stabling and garages.

A REMARKABLE FEATURE IS THE

WONDERFUL OLD-WORLD GARDENS,

with their ancient clipped yew hedges, avenues and topiary work, mellowed stone terraces, Italian garden with fountain, and undulating lawns interspersed with fine old specimen trees, well timbered park; home farm, cottages, etc.



FROM THE TERRACE.



GATE HOUSE.



DRAWING ROOM.



THE CLIPPED YEWS.



A YEW WALK.

Also a large area of valuable woodland affording some of the finest shooting in the country.

FOR SALE WITH PARK, ETC., ONLY; OR LAND UP TO 2,000 ACRES.

RENOWNED PHEASANT AND PARTRIDGE SHOOTING. HUNTING. FISHING. GOLF.

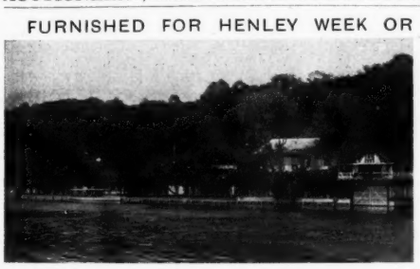
Inspected and recommended by the SOLE AGENTS, NORFOLK & PRIOR, 131, Regent Street, W. 1, who will forward illustrated particulars, plan, etc. (23,009.)

NORBURY SMITH & CO.

TEL.: MAYFAIR 2518.

AUCTIONEERS, LAND AGENTS & SURVEYORS, 5, GEORGE STREET, HANOVER SQUARE, W.

FURNISHED FOR HENLEY WEEK OR LONGER, OR FOR SALE, FREEHOLD.



THIS UNIQUE RIVERSIDE RESIDENCE,

on one of the prettiest reaches of the Thames.

Seven bedrooms, bathroom, delightful lounge, oak-beamed dining room, capital offices; very fine boathouse with balconies; spacious lounge and bedroom.

ELECTRIC LIGHT. HEATING. CO.'S WATER. TELEPHONE.

CHARMING GROUNDS OF TWO ACRES.

Tennis lawn, picturesque rose pillars and arches, kitchen garden and hot-house.

Full particulars of the Agents, Messrs. NORBURY, SMITH and Co., 5, George Street, Hanover Square, London, W. 1.

HOUSES FOR SALE, BY

STIMPSON, LOCK & VINCE,

WATFORD, BUSHEY AND NORTHWOOD.

WATFORD.—£5,000.—Small compact RESIDENTIAL PROPERTY of one acre; two reception, full-sized billiard room, five bedrooms, two bathrooms; all in lovely order.

WATFORD.—£2,000.—Detached modern; two reception, five bedrooms, bath (h. and c.), and offices; motor garage; lawn.

HATCH END.—£1,650, Freehold.—Semi-detached; two reception, five bedrooms; good garden; attractive.

NORTHWOOD.—£1,850, Freehold.—Detached; two reception, five bedrooms; all conveniences; garden; room for garage.

NORTHWOOD.—£6,000, Freehold.—Very attractive superior modern RESIDENTIAL PROPERTY; billiard room, two reception, eight bedrooms; garage; one acre; grounds first-rate order.

For further particulars of these and other Properties, apply as above, or telephone Watford 15, Northwood 310.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

BY DIRECTION OF THE EXECUTORS OF THE LATE SIR REGINALD COX, BART.

BERKS



TWO MILES FROM WINDSOR STATION. *35 MINUTES BY RAIL FROM LONDON.*

MANOR COTTAGE, OLD WINDSOR.

Situated on the outskirts of Windsor Great Park with extensive frontage to the river.

TO BE SOLD.

Artistically built of red brick with tiled roof, it is covered with magnolia, wistaria and roses, and stands in the centre of a park. Accommodation: Lounge hall, three reception rooms, thirteen bed and dressing rooms, three bathrooms and offices.
ELECTRIC LIGHT, TELEPHONE, CENTRAL HEATING, MODERN DRAINAGE.
Stabling, six cottages, garages, boathouse, farmbuildings.

BEAUTIFUL OLD GARDENS,

wide spreading lawns, herbaceous borders, rose garden, tennis court, kitchen garden, and park-like meadowland; in all about

50 ACRES.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W.1.

BY DIRECTION OF EXECUTORS. VACANT POSSESSION.

OXFORDSHIRE AND BERKSHIRE BORDERS

ON THE BANKS OF THE THAMES.

THE FREEHOLD RESIDENCE,

THAMES BANK, GORING.

THE RESIDENCE commands extensive views, and contains three reception rooms, billiard room, fifteen bed and dressing rooms, three bathrooms, and offices.

COMPANY'S WATER. *GAS AND ELECTRIC LIGHT.* *TELEPHONE.*

Garage with chauffeur's accommodation, stabling for eight.

THE PLEASURE GROUNDS slope to the river, and include broad pleasure lawns, tennis lawn and pavilion; three boathouses, gardener's house, and six cottages, enclosures of rich meadowland and Hogmore Island; extending in all to about FOURTEEN ACRES.

Also THE WARREN GOLF LINKS of EIGHTEEN HOLES, situated three miles from Goring Station, and including CLUB HOUSE, THE WARREN FARMHOUSE, five cottages and farmbuildings; in all about

215 ACRES.

To be offered for SALE by AUCTION at an early date (unless previously Sold Privately).

Solicitors, Messrs. G. H. BARBER & SON, Founders Hall, 13, St. Swithin's Lane, E.C. 4; Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.





AT A LOW RESERVE. VACANT POSSESSION.

BERKSHIRE

FIFTEEN MINUTES FROM SUNNINGDALE STATION (L. & S.W RY.).

THE FREEHOLD RESIDENTIAL PROPERTY,

SCOTSWOOD, SUNNINGDALE:

THE MODERN RESIDENCE stands on gravel soil and contains lounge hall, four reception rooms, billiard room, seven principal bed and dressing rooms, three bathrooms and offices.

ELECTRIC LIGHT. *CENTRAL HEATING.* *COMPANY'S GAS and WATER.* *TELEPHONE.*

Garage and stabling. *Bungalow.* *Four cottages.*

WELL-WOODED PLEASURE GROUNDS, including tennis lawn, Japanese garden and belt of woodland; small dairy farm, comprising a pair of cottages, farmbuildings and enclosures of rich meadowland. The Property extends in all to about

32 ACRES.

GOLF, HUNTING AND RACING in the neighbourhood.

To be offered for SALE by AUCTION, as a whole or in Lots, at an early date (unless previously Sold Privately).

Solicitors, Messrs. WOOLFE & WOOLFE, 16, Hanover Street, London, W. 1.

Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.

HERTS AND ESSEX BORDERS

BEAUTIFUL RURAL DISTRICT. *45 MINUTES BY RAIL FROM THE CITY.*

TO BE LET, HANDSOMELY FURNISHED AND APPOINTED, FOR A TERM OF YEARS,

A WELL-KNOWN COUNTRY SEAT,

With or without SHOOTING OVER 1,000 ACRES and COMPLETE HOME FARM.

THE GEORGIAN MANSION,

in extensive park, contains a fine suite of reception and billiard rooms, eighteen principal bed and dressing and eight bathrooms, servants' rooms and offices; ample stabling, garages and several cottages.

MODEL HOME FARM, with necessary buildings and 225 ACRES IF REQUIRED.

Excellent water supply. *Electric light.* *Central heating.*
Modern drainage. *Telephone.* *Passenger lift.*
and every possible labour-saving appliance.

ATTRACTIVE GROUNDS,

with tennis lawns and racquet court, productive gardens.
MIXED SHOOTING (300 to 400 brace partridges) if required.

HUNTING. GOLF.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.
(13,629.)



KNIGHT, FRANK & RUTLEY, AND WALTON & LEE,
20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 „ Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xiv., xv., and xxx. to xxxii.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.



CRATLOE, FAVERSHAM

Between Maidstone and Canterbury, and within easy reach of the sea.

FOR SALE, A WELL-BUILT RESIDENCE,

situated on the outskirts of the town, erected of red brick with stone dressings, and approached by a carriage drive.

Hall, four reception rooms, eleven bed and dressing rooms, two bathrooms and offices.

ELECTRIC LIGHT.

COMPANY'S WATER. *CENTRAL HEATING.* *MAIN DRAINAGE.*
TELEPHONE.

THE ATTRACTIVE GARDENS AND GROUNDS include tennis court, lawns, pergola, orchard, productive kitchen garden, meadowland; in all about

FOUR ACRES.

HUNTING AND GOLF.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1. (14,943.)

BY DIRECTION OF TRUSTEES. VACANT POSSESSION.

KENT

Three miles from Westerham Station (S.E. & C. Ry.).

THE FREEHOLD RESIDENCE,

BUCKHURST LODGE
WESTERHAM HILL.

THE HOUSE, standing 800ft. above sea level, contains lounge hall, three reception rooms, studio, eight bedrooms, bathroom, and offices.

COMPANY'S WATER. *ELECTRIC LIGHT.*

THE OUTBUILDINGS comprise garage, stabling, trap house, cowhouse, etc.
THE PLEASURE GROUNDS include tennis lawn, flower garden, etc., and a large variety of ornamental trees, kitchen garden. Also a five-acre paddock with large barn and loose box; in all about

SEVEN ACRES.

To be offered for SALE by AUCTION in the Hanover Square Estate Room, on Thursday, July 6th, at 2.30 p.m. (unless previously Sold Privately).

Solicitors, Messrs. NAUNTON & SON, 49, Oxford Street, W. 1.
Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1.



SURREY

BETWEEN DORKING AND GUILDFORD.

TO BE SOLD OR LET, FURNISHED, MODERN RESIDENCE,

over 400ft. above sea level, commanding magnificent views, approached by carriage drive and lodge entrance.

LOUNGE HALL, ADAM DRAWING ROOM, DINING ROOM, FULL SIZE BILLIARD ROOM, LOGGIA, THIRTEEN BED AND DRESSING ROOMS, NURSERIES, TWO BATHROOMS, AND OFFICES.

CENTRAL HEATING. *TELEPHONE.* *ELECTRIC LIGHT.*

STABLING. *GARAGE.*

PLEASURE GARDENS OF FOUR ACRES

laid out with ORNAMENTAL LAWNS, YEW HEDGES, CONIFERS, ROSE PERGOLA, ROSE GARDEN, TWO TENNIS COURTS, WOODLAND AND MEADOWLAND; in all about

30 ACRES. (F 5025.)

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1



SURREY

In a rural district, only 22 miles from London; station ten minutes' walk; 300ft. above sea level.

THE MOUNT
SOUTH GODSTONE.

A well-appointed Residence, containing lounge hall, three reception and billiard rooms, ten bedrooms, three bathrooms, and offices, including laundry; two garages, accommodation for chauffeur, lodge, farmbuildings.

ELECTRIC LIGHT (private installation). *COMPANY'S WATER LAID ON.*
GAS AVAILABLE.

TIMBERED PLEASURE GROUNDS, tennis and croquet lawns, variety of conifers and non-deciduous and flowering shrubs, kitchen garden, orchards, and matured meadowland; in all about

SEVENTEEN-AND-THREE-QUARTER ACRES.

Hunting. Golf links easy reach.

PRICE £7,500.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

LINCOLNSHIRE

NEAR WOODHALL SPA.

QUEEN ANNE RESIDENCE,

brick-built and slated, and approached by a carriage drive. It has been in the ownership of one family for over a century.

FOUR RECEPTION ROOMS, EIGHT BED AND DRESSING ROOMS, BATHROOM, SERVANTS' HALL, Etc.

STABLING FOR SIX. *GOOD COTTAGE.*

PRETTILY TIMBERED PLEASURE GROUNDS, kitchen garden and two paddocks; in all about

SIX-AND-A-HALF ACRES.

PRICE £2,000.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1. (15,143)



KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

KENT.

Near the Sussex border.



TO BE SOLD, this

GABLED RESIDENCE,

situate 330ft. above sea level, adjoining a village green, amidst lovely country, and surrounded by a private park; three reception rooms, billiard room, thirteen bed and dressing rooms, bathroom, etc.

Central heating. *Company's water.*

Stabling and garage.

THE GROUNDS are a feature of the property and extend to over FOUR ACRES.

PRICE £6,000. (11,638.)

CAMBRIDGESHIRE.

Few miles from the University Town.



A FREEHOLD PROPERTY OF 20 ACRES,

with a brick-built and slated RESIDENCE, standing on gravel soil with south aspect; three reception rooms, nine bed and dressing rooms, bathroom, etc.

Electric light. *Telephone.* *Radiators.*

STABLING FOR FIVE. GARAGE. COTTAGE.

Tennis and croquet lawns, kitchen garden, and four paddocks. Hunting, golf.

PRICE £4,000. (14,808.)

WILTSHIRE.

Situate high, overlooking downs and having uninterrupted views of country around Bath.



STONE-BUILT RESIDENCE.

Lounge hall, three reception rooms, eight bedrooms, bathroom, etc.

Gas and main water.

GARAGE AND OUTBUILDINGS.

WELL-DISPOSED PLEASURE GROUNDS, with hedges, etc.; kitchen garden and valuable six-acre orchard; in all

about SEVEN ACRES.

PRICE £4,000. (14,490.)

VACANT POSSESSION.

HERTFORDSHIRE.

Under one hour from Town, G.N. Ry. main line.



AN OLD-WORLD STYLE RESIDENCE

of modern construction, with characteristics of the Elizabethan period; oak-panelled lounge hall, two reception rooms, eight bed and dressing rooms, bathroom and offices.

WIRED FOR ELECTRIC LIGHT.
COMPANY'S WATER. MAIN DRAINAGE.

Three-quarters of an acre of timbered and shady gardens.

PRICE £3,000, FREEHOLD. (10,190.)

VACANT POSSESSION.

DORSET COAST.



COMFORTABLE

MANOR HOUSE AND PASTURE FARM OF 106 ACRES.

The Residence stands 300ft. above sea level, faces south, and contains entrance hall, three reception rooms, eight bedrooms, bathroom and offices.

Pleasure grounds, tennis lawn, kitchen garden.

Garage and stabling, model set of farmbuildings, and two modern cottages.

The land is chiefly sound old pasture with the exception of fourteen acres arable and twelve acres woodland.

PRICE, FREEHOLD, £6,000, including tenant right. (11,649.)

CHIPSTEAD, SURREY.

Half-a-mile from station, under 45 minutes from Town.



MODERN RESIDENCE,

standing 550ft. above sea level; three reception rooms, six bedrooms, boxroom, bathroom, and offices.

COMPANY'S WATER, GAS, ELECTRIC LIGHT, RADIATORS, TELEPHONE.

PLEASURE GARDENS OF ONE-AND-A-HALF ACRES,

situated on the slope of a hill, include tennis lawn, flower garden and kitchen garden.

PRICE £4,000. (14,836.)

OXON.

Two minutes from a station.



TO BE SOLD,

THIS CHARMING RIVERSIDE RESIDENCE,

standing well above flood level, and containing three reception rooms, including panelled dining room, seven bedrooms, bathroom and usual offices.

Electric light, central heating, Company's water, Cesspool drainage. Garage.

BEAUTIFUL PLEASURE GROUNDS of four-and-a-half acres, including sunk Dutch garden, long stone-paved pergola, two lily ponds, fountain, rose garden and shrubberies.

PRICE £6,000. (15,066.)

SUSSEX. ASHDOWN FOREST.

FOR SALE, FREEHOLD.



A PLEASURE OR PROFIT FARM OF 66 OR 138 ACRES.

The modern brick-built Residence stands 350ft. above sea level, and contains hall, two reception rooms, seven bedrooms, bathroom and offices.

Lighting by petrol gas plant, modern drainage.

Garage and stabling, two cottages, bungalow and farm-buildings.

The land is divided into five acres garden and parkland, six acres orchards, fourteen acres woods, seventeen acres arable, the remainder being pasture. The additional area can be rented if required.

PRICE, FREEHOLD, with 66 acres, £7,000, or as a "going concern," to include live and dead stock, tenant right, etc., £8,000 (open to offer). (11,491.)

MARINE RESIDENCE ON SOUTH DEVON COAST.

Fine position for yachting, boating and fishing.



FOR SALE, at very moderate price,

AN ATTRACTIVE FREEHOLD PROPERTY

of over TWO ACRES.

200ft. above sea. Fine views.

ELECTRIC LIGHT. ALL MODERN CONVENIENCES.

Three reception rooms, billiard room or studio, six bedrooms, bathroom and offices.

Garage, old-fashioned grounds, walled garden, etc.

(14,007.)

KNIGHT, FRANK & RUTLEY, AND WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., xiv., xv. and xxx. to xxxii.)

Telegrams:
"Estate, c/o Harrods, London."
Branch Office: "West Byfleet."

HARRODS Ltd.

62 & 64, BROMPTON ROAD, LONDON, S.W.1.
(OPPOSITE MESSRS. HARRODS LTD. MAIN PREMISES.)

Telephone No.:
Western One (85 lines).
Telephone: 149 Byfleet.



BEACONSFIELD (NEAR)

400ft. up. Beautiful views. South-west aspect.

SPLENDID HOUSE. TWO FLOORS ONLY. EVERY CONVENIENCE.

DELIGHTFULLY SITUATED RESIDENCE, within easy reach of two stations with fast services to Town, which can be reached in about 50 minutes, containing hall, four fine reception rooms, ten bed and dressing rooms, two bathrooms, and complete offices; garage, stabling, farmery, outbuildings; perfect drainage, electric light, Co.'s water and gas, radiators, telephone.

MATURED AND WELL-TIMBERED PLEASURE GROUNDS, inexpensive to maintain, and include tennis and croquet lawns, rose garden, rockeries, pergolas, productive kitchen garden with glasshouses, plantations, paddock and meadowland; in all about

TEN ACRES

EXCELLENT SPORTING FACILITIES.

Low price for quick SALE, £7,500, including fixtures and fittings.
Inspected and strongly recommended by the Sole Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



BERKS

OPPOSITE THE FAMOUS CLIVEDEN WOODS.

ABOUT ONE MILE FROM BOULTER'S LOCK, THREE MILES FROM MAIDENHEAD.

Hall, two reception rooms, conservatory and vinery, eight bedrooms, bathroom, excellent domestic offices.

STABLING AND GARAGE. USEFUL OUTHOUSES.
THREE CONSERVATORIES (heated).

Tastefully planned pleasure gardens, productive kitchen garden.

Altogether a splendid little property, in excellent order, and both easy to work and inexpensive to maintain.

PRICE, FREEHOLD, ONLY £2,000.

Details from the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



SUFFOLK

In that lovely stretch of country between Bury St. Edmunds and Ipswich, and only one-and-a-half miles from a station.

CHARMING OLD-FASHIONED RESIDENCE, with accommodation on two floors only, and containing lounge hall with galleried staircase, three reception rooms, seven bed and dressing rooms, bathroom and complete offices; excellent outbuildings, including stabling, two garages, etc.; excellent water supply and modern drainage.

VERY FINE PLEASURE GROUNDS,

double tennis court, rose pergolas, herbaceous borders, a productive kitchen garden and paddock; in all about

FIVE-AND-A-HALF ACRES.

ONLY £2,500. FREEHOLD.

Strongly recommended by the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



KENT

CHARMING RURAL POSITION, ABOUT FOUR MILES FROM MAIDSTONE.

UNFURNISHED, picturesque XVIIIth CENTURY HOUSE, on high ground, in well-timbered park, approached by two avenue drives; delightful views; Vestibule, three principal reception rooms, music or billiard room, two extra reception rooms, fifteen bed and dressing rooms, bathroom, complete offices.
MODERN DRAINAGE. CO.'S GAS AND WATER. CENTRAL HEATING.
Stabling, garage, two cottages, useful outbuildings.

THE GARDENS AND GROUNDS contain a number of timber and ornamental trees; large tennis court, ornamental lawns, flower beds, walled kitchen garden, orchard, etc.; in all about

SIX ACRES.

RENT £250 PER ANNUM ON LEASE.
N.B.—About 30 acres of pastureland might be rented in addition.
Inspected and recommended by the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

AMERSHAM COMMON

FOR SALE.

WELL-BUILT ATTRACTIVE RESIDENCE, occupying an open position about 550ft. above sea level, close to railway station, shops and post office.

HALL, THREE RECEPTION, SIX BEDROOMS, BATHROOM and USUAL DOMESTIC OFFICES.

WELL-MATURED PLEASURE GROUNDS,

laid out in rose and flower beds, with lawn for tennis, and kitchen garden; the whole covering an area of about

ONE-AND-THREE-QUARTER ACRES.

ELECTRIC LIGHT, GAS,
CO.'S WATER, TELEPHONE,
DRAINAGE ON MODERN PRINCIPLES.

PRICE, FREEHOLD, FOR QUICK SALE, £3,000.

Sole Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

SUSSEX

Between Crawley and Horsham; close to St. Leonards Park.

DESIRABLE FREEHOLD RESIDENCE, containing hall, three reception rooms, seven bedrooms, bathroom and excellent domestic offices.

CO.'S WATER.
MODERN DRAINAGE. GAS INSTALLED.
Four cottages, garage and outbuildings.

BEAUTIFULLY MATURED
PLEASURE GROUNDS

include tennis, croquet and other lawns, herbaceous borders, large productive kitchen garden, with glasshouses, grass orchards and meadowland; in all about

FIVE ACRES.

LOW PRICE, £3,750 (OPEN TO OFFER).

Inspected and recommended by the Sole Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

BUCKS

CLOSE TO STOKE POGES GOLF LINKS.

CHARMING AND COMPACT LITTLE PROPERTY, occupying a quiet and convenient position on high ground, two miles from Slough, and near church, post office.

TWO RECEPTION ROOMS,
FOUR BEDROOMS,
BATHROOM, and
EXCELLENT OFFICES.

ACETYLENE GAS. MODERN DRAINAGE.
COMPANY'S WATER.

PRODUCTIVE AND WELL-MATURED PLEASURE GROUNDS,

extending to about

ONE ACRE.

PRICE, FREEHOLD, 2,000 GUINEAS.

Recommended by the Sole Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

(Advertisements continued on page xvii)

Telephone:
Grosvenor 1440 & 1441.

WILSON & CO.

14, MOUNT STREET, LONDON, W.1; and at YEOVIL.
F. R. WILSON, F.S.I.
A. J. SOUTHERN, F.A.I.
G. H. NEWBERRY, F.S.I., F.A.I.

(Advertisements continued on page xviii.)



BERKSHIRE

Three miles from Twyford and five miles from Reading.

A REPLICA OF AN EARLY GEORGIAN MANOR HOUSE,

occupying a perfectly rural position in one of the most beautiful parts of the county, on rising ground with south aspect, commanding extensive views; gravel soil.

THIRTEEN BEDROOMS, THREE BATHROOMS, HALL, THREE CHARMING RECEPTION ROOMS, COMPLETE DOMESTIC OFFICES.

The House is splendidly appointed, and has been newly decorated throughout in perfect taste; polished oak floors and mahogany doors in the principal apartments; electric light, central heating, and telephone installed.

Stabling. Garage. Two cottages.

WELL-TIMBERED GARDENS AND GRASSLAND. THIRTEEN ACRES.

FOR SALE AT A MODERATE PRICE.

Sole Agents, WILSON & CO., 14, Mount Street, Grosvenor Square, London, W.1.



ADJOINING THE NEW ZEALAND GOLF LINKS

IN A BEAUTIFUL PART OF SURREY.

Just over half-an-hour from LONDON; perfectly secluded, facing south, on sandy soil, with delightful views.

A SINGULARLY CHARMING MODERN HOUSE,

exceptionally well planned, and up to date in every detail, with ELECTRIC LIGHT, CENTRAL HEATING, COMPANY'S WATER; wired for telephone.

Seven bedrooms, bathroom, three reception rooms, loggia. GARAGE.

WELL-TIMBERED NATURAL GROUNDS OF ABOUT

TWO ACRES.

FOR SALE AT A MODERATE PRICE.

Sole Agents, WILSON & CO., 14, Mount Street, Grosvenor Square, London, W. 1.



SOMERSET

In a beautiful part; about nine miles from Yeovil, and half-a-mile from a station on the main G.W. Ry.

HUNTING WITH THE BLACKMORE VALE.

HANDSOME STONE-BUILT GEORGIAN HOUSE,

STANDING WITHIN A FINELY TIMBERED PARK AND SURROUNDED BY GROUNDS OF GREAT NATURAL BEAUTY.

Approached by a long carriage drive with lodge, the accommodation includes 20 bed and dressing rooms, two bathrooms, five beautiful reception rooms, and complete domestic offices; Company's water and gas, telephone, heating by radiators.

MODERN STABLING FOR TWELVE, LARGE GARAGE FOR SEVERAL CARS, THREE COTTAGES.

FOR SALE WITH 95 ACRES. EXTREMELY MODERATE PRICE.

Inspected and very strongly recommended by the Owner's Agents, WILSON and CO., 14, Mount Street, W. 1.



UNIQUE SUSSEX PROPERTY

ABOUT AN HOUR FROM LONDON.

FOR SALE, AT A MODERATE PRICE,

PICTURESQUE HOUSE WITH OLD OAK BEAMS AND PANELLING.

Set amidst lovely old-world grounds and grassland, etc., of about

THIRTEEN-AND-A-HALF ACRES.

Eight bed and dressing rooms, bathroom, three reception rooms.

ACETYLENE GAS. CENTRAL HEATING. TELEPHONE
STABLING. FARMERY. COTTAGE.

Sole Agents, WILSON & CO., 14, Mount Street, W. 1.



SUSSEX

In the beautiful Lindfield neighbourhood. Under an hour from London, and fifteen miles from Brighton. Amidst perfect surroundings, high up, facing south, wonderful views of the South Downs.

£300 P.A., UNFURNISHED. NO PREMIUM.

CHARMING MODERN HOUSE IN FIRST RATE ORDER,

with

ELECTRIC LIGHT, CENTRAL HEATING AND PASSENGER LIFT. OAK PANELLED HALL. THREE OR FOUR RECEPTION ROOMS (one oak panelled).

ELEVEN BEDROOMS. TWO BATHROOMS.

STABLING FOR FOUR. LODGE. DELIGHTFUL OLD GARDENS

A finely timbered park and woodlands surround the house, but are not included in the letting.

Sole Agents, Messrs. WILSON & CO., 14, Mount Street, W. 1.

WEST OF ENGLAND OFFICES: 20, PRINCES STREET, YEOVIL, SOMERSET
(in association with R. B. Taylor & Sons)

WILSON & CO., 14, MOUNT STREET, GROSVENOR SQUARE, LONDON, W.

Telephone: Grosvenor 1671.

DIBBLIN & SMITH, F.A.I.

106, MOUNT STREET, W. 1.

AN ELIZABETHAN GEM

NEAR CIRENCESTER. WILTS AND GLOS BORDERS.



400FT. up, in a grandly timbered park, mentioned in "Cromwell's Manor Houses," recently carefully restored and in first-rate order; exquisitely appointed with old linen-fold panelling, beams and other period features.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.

Sitting hall, lounge hall, three reception, fine ballroom or music room, stabling, garage, six cottages; lovely old-world gardens intersected by wide stream.

EXCLUSIVE TROUT FISHING. FIRST-RATE HUNTING.

109 ACRES. £15,000.

DIBBLIN & SMITH, 106, Mount Street, W. 1.

FRESH IN THE MARKET.

AN OLD TUDOR MANOR

surrounded by
MILES OF SURREY COMMONS.

35 minutes of Town. Recently restored and in beautiful order.

Lounge hall, four reception, ten bed and dressing, three baths.

Electric light.

FINE OLD PANELLING AND BEAMS.

Pretty but inexpensive gardens.



GARAGE, FARMERY, AND COTTAGE.

50 ACRES. £11,000.

SOLE AGENTS, DIBBLIN & SMITH, 106, Mount Street, W. 1.



CHEAPEST SMALL ESTATE IN

HANTS

THIS BEAUTIFULLY APPOINTED RESIDENCE, IN A FINELY TIMBERED PARK, 500FT. UP, GRAND VIEWS.

Central hall, large gallery, four reception, ten to thirteen bed and dressing, two bathrooms, good offices.

ELECTRIC LIGHT. CENTRAL HEATING.

GLORIOUS OLD-WORLD GARDENS.

MODEL STABLING, GARAGE, FARMERY.

COTTAGE, AND MEN'S QUARTERS.

EVERYTHING IN FIRST-RATE ORDER.

110 ACRES.

FREEHOLD, £8,500 (INCLUDING TIMBER WORTH £900).

SHOOTING, HUNTING AND GOLF.

Sole Agents, DIBBLIN & SMITH, 106, Mount Street, W. 1.

UNDER THE HOUR FROM TOWN WITH EXCELLENT TRAIN SERVICE.

GLORIOUS POSITION OVERLOOKING

THE VALE OF AYLESBURY



THIS LOVELY OLD HOUSE (formerly an old Priory), seated in its finely timbered parklands, and approached by a long drive; lounge hall, four reception, billiard room, thirteen bed and dressing, bathroom, stabling, farmery, two cottages.

WONDERFUL OLD GARDENS.

40 ACRES.

HUNTING WITH THE WHADDON CHASE.

FOR SALE ONLY.

Sole Agents, DIBBLIN & SMITH, 106, Mount Street, W. 1.



BIRCHINGTON

BEAUTIFUL MODERN RESIDENCE, in premier position and good social district; close to sea; containing entrance hall, four reception, three best bedrooms (with French windows opening on balcony having lovely sea views), three dressing or single bedrooms, two small nurseries, five servants' bedrooms, capital offices.

GARAGE. CO.'S LIGHTING. WATER.

Pretty ornamental gardens of about TWO-AND-A-HALF ACRES.

Freehold only £4,750; or would Let, Furnished.

DIBBLIN & SMITH, 106, Mount Street, W.

ABSOLUTE BARGAIN. COST OVER £20,000.

PERFECT MINIATURE ESTATE NEAR WELLS



SOMERSET (high up on the hills).—This exquisitely appointed RESIDENCE, the last word in modern luxury, approached by drive, and commanding

WONDERFUL VIEWS.

Vestibule, central hall, four reception, billiard room, thirteen bed and dressing, four bathrooms; fine oak panelling and fitments; good offices; garage, stabling, farmery, two cottages.

ELECTRIC LIGHT. CENTRAL HEATING.

TELEPHONE.

50 ACRES, £9,000. 18 ACRES, £8,000.

DIBBLIN & SMITH, 106, Mount Street, W. 1.



STANMORE AND HARROW WEALD

DELIGHTFUL XVITH CENTURY FARM-HOUSE, twelve miles from Marble Arch; 400ft. up, glorious views; long winding drive.

Two halls, four reception, eight bed and dressing, two baths, roomy offices.

Electric light, central heating, Co.'s water, main drainage.

Quantity of oak beams, rafters, panelling, etc. Model farmery, cottage, stabling, garage.

Extremely pretty grounds, FOUR ACRES.

MODERATE PRICE FOR EARLY BUSINESS.

DIBBLIN & SMITH, 106, Mount Street, W. 1.

FARNHAM AND PETERSFIELD



GENTLEMAN'S SMALL ESTATE, in picturesque and sporting district. Well-fitted Residence, 400ft. up, on light soil, with fine views.

Fine hall, four reception, galleried staircase, twelve bed and dressing, three baths. Central heating, lighting, excellent water, telephone.

Stabling, garage (with rooms), seven cottages, capital farmery, matured old-world grounds, heavily timbered; in all

34 ACRES. BARGAIN PRICE.

SHOOTING, FISHING, GOLF.

Details of DIBBLIN & SMITH, 106, Mount Street, W. 1.

FAREBROTHER, ELLIS & CO.

Telephones: Regent 6368-9.
Telephones: Holborn 6344-5.

26, DOVER STREET, PICCADILLY, W.1.
City Offices: 29, FLEET STREET, E.C.4.

Telegrams: "Lyfarbroll, Piccy, London."
Telegrams: "Farebrother, London."



KENT COAST

WITH GARDEN TO THE SEASHORE AND PRIVATE BATHING STAGE.

TO BE SOLD, FREEHOLD, well-built House with beautiful sea views, containing

Three good reception rooms, domestic offices with servants' hall, nine bedrooms, and three bathrooms.

COMPANIES' WATER AND GAS. MAIN DRAINAGE. TELEPHONE. GARAGE WITH PIT.

Pretty lawn. Excellent centre for golf.

Full particulars of Messrs. FAREBROTHER, ELLIS & Co., 26, Dover Street, Piccadilly, W. 1. (1444.)



SALISBURY

WITHIN EIGHT MILES OF, AND ON THE BORDERS OF THE NEW FOREST, WITHIN A MILE OF DOWNTON STATION (L. & S.W. Ry.).

CHARMING FREEHOLD RESIDENTIAL PROPERTY,

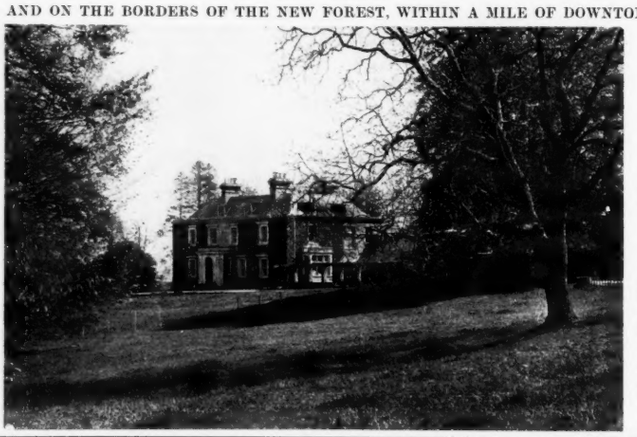
known as

"REDLYNCH HOUSE,"

containing

LOUNGE HALL,
THREE RECEPTION ROOMS,
FOURTEEN BEDROOMS,
DRESSING ROOM,
TWO BATHROOMS, and
GOOD DOMESTIC OFFICES,
including
SERVANTS' HALL.

ELECTRIC LIGHT.
Abundant water supply. Radiator heating.



MODERN DRAINAGE.
TELEPHONE INSTALLED.

Stabling for seven, and men's rooms.
GARAGE.
Lodge and two excellent cottages.

DELIGHTFUL GROUNDS, walled kitchen gardens, and well-timbered parkland; in all about

20 ACRES.

Messrs. FAREBROTHER, ELLIS & CO. will offer the above for SALE by AUCTION (unless previously Sold) at the London Auction Mart, 155, Queen Victoria Street, E.C., on Tuesday, July 18th, 1922, at 2.30.

Particulars of the Solicitors, Messrs. COWARD & HAWKSLEY, SONS & CHANCE, 30, Mincing Lane, E.C. 3; and of the Auctioneers, Messrs. FAREBROTHER, ELLIS and Co., 26, Dover Street, Piccadilly, W. 1, and 29, Fleet Street, E.C. 4.

Telephones: Regent 6368-9.

WEST END OFFICES: 26, DOVER STREET, PICCADILLY, W.1

Telegrams: "Lyfarbroll, Piccy, London."

BRACKETT & SONS

TUNBRIDGE WELLS, and 34, CRAVEN ST., CHARING CROSS, W.C. 2

475FT. ABOVE SEA LEVEL.



KENT (less than a mile from main line station, London in 45 minutes).—An Italian style Freehold RESIDENCE, approached by two carriage drives with entrance lodge. The accommodation comprises four reception rooms, billiard room, conservatory, thirteen bedrooms, bathroom, schoolroom, etc., usual domestic offices, including servants' hall; large stabling and coachman's cottage. PRETTILY TIMBERED PLEASURE GROUNDS, including two tennis and croquet lawns, fives court, kitchen garden, peach-house, vinery, fernery, etc.; in all 3a. 0r. 39p.—Particulars of BRACKETT & SONS, as above. (Fo. 31,267.)

SUSSEX.
PRICE, FREEHOLD, £3,500.
500ft. above sea level.

GABLED COUNTRY HOUSE,

all on two floors. The accommodation comprises nine bedrooms, gallery landing, hall, four reception rooms, billiard room, usual domestic offices.

ELECTRIC LIGHT.

BEAUTIFUL GARDENS, including lawns, kitchen garden, paddock, etc.; upwards of

TWO-AND-THREE-QUARTER ACRES IN ALL.

Particulars of BRACKETT & SONS, as above. (Fo. 31,299.)

WITH MAGNIFICENT VIEWS.
PRICE £15,000.

THE VERY FINE FREEHOLD RESIDENCE, containing four reception rooms, panelled hall, and staircase with gallery landing, ten bedrooms, four luxuriously fitted bathrooms, three boxrooms, and ample ground floor domestic offices.

ELECTRIC LIGHT.

Garage and stabling. The Property possesses a total area of about

169 ACRES,

including meadow and woodland.

FARMBUILDINGS. OLD FARMHOUSE.

Particulars of BRACKETT & SONS, as above. (Fo. 31,332.)



"BENGAL MANOR," GREENSNORTON (near Towcester).—XVIIth Century RESIDENCE, in own grounds. Accommodation: Hall, drawing room, panelled dining room, five bedrooms, bathroom, fine panelled oak staircase; very pleasant grounds, with unique summerhouse, kitchen garden and orchard; good water supply; excellent order. Good hunting and social neighbourhood. Vacant possession. Two paddocks can be had. For SALE by AUCTION, on July 18th, at Towcester.—Further particulars of F. J. WISE, F.S.I., F.A.I., 21A, High Street, Banbury, Oxon.

CROWN LANDS.

DATCHET, BUCKS

TO BE LET ON LEASE, UNFURNISHED, the RESIDENCE, known as

"SANDLEA,"

situate on the banks of the River Thames and facing the Home Park, Windsor.

The House contains

THREE RECEPTION ROOMS, BILLIARD ROOM, FOURTEEN BEDROOMS, THREE BATHROOMS, HOUSEKEEPER'S ROOMS, SERVANTS' HALL, and LARGE CONVENIENT OFFICES.

Together with COACH-HOUSE and STABLING, and GARDENS, LAWNS, PLEASURE GROUNDS and PADDOCK, containing in all about

SIXTEEN ACRES.

WITH A RIVER FRONTAGE OF ABOUT 900FT.

For further particulars apply to Messrs. CLUTTON, Crown Receivers, Great College Street, Westminster, S.W. 1.



BOURNEMOUTH:
JOHN FOX, F.A.I.
ERNEST FOX, F.S.I., F.A.I.
WILLIAM FOX, F.S.I., F.A.I.

FOX & SONS

LAND AGENTS, BOURNEMOUTH.

SOUTHAMPTON:
ANTHONY FOX, F.A.I.
Telegrams:
"Homefinder," Bournemouth.

IN ONE
OF THE PRETTIEST PARTS OF THE
NEW FOREST
One-and-a-half miles from Lyndhurst Road Station, four miles from Tatton.

PARTICULARLY CHARMING FREEHOLD
PROPERTY,
comprising an exceptionally
HANDSOME GABLED RESIDENCE.

chiefly built of stone, and containing
Fifteen bed and dressing rooms, boudoir, two bathrooms, three reception rooms, billiard room, excellent domestic offices.

STABLING. GARAGE.
THREE COTTAGES. HOME FARM.



THE GROUNDS,
WHICH ARE NICELY LAID OUT,
include
tennis and croquet lawns, rose garden, herbaceous borders, productive kitchen and fruit gardens, small orchard, excellent pastureland; the whole comprising some
73 ACRES.

Central heating, acetylene gas, Company's water, modern drainage, telephone.

PRICE £15,000, FREEHOLD.

MORE LAND UP TO ABOUT 36 ACRES may be obtained if required.

Fox & Sons, Land Agents, Bournemouth.

NORTH HAMPSHIRE
Two miles from Farnborough and Fleet Stations, and convenient to two good golf courses.

CHARMING
COUNTRY RESIDENCE,
facing due south, and pleasantly situated in the midst of
DELIGHTFUL GROUNDS.

TEN BEDROOMS,
TWO BATHROOMS,
THREE RECEPTION ROOMS,
KITCHEN, and
EXCELLENT OFFICES.



STABLING, GARAGE.
COTTAGE.

THE WELL LAID OUT
GROUNDS,
include
CROQUET AND TENNIS LAWNS,
KITCHEN GARDEN,
ORCHARD,
PADDOCK, etc.;
in all about
THREE-AND-THREE-QUARTER ACRES.

PRICE £4,500, FREEHOLD.

Fox & Sons, Land Agents, Bournemouth.

SOLD
"CHENOLTON," WIMBORNE.

FOX & SONS beg to announce the SALE by Private Treaty of the above Freehold COUNTRY RESIDENCE, in beautiful gardens, an acre in extent.

SOLD
"MANSTON HOUSE," STURMINSTER NEWTON.

FOX & SONS beg to announce the SALE by Private Treaty of the above Freehold COUNTRY RESIDENCE, with cottage, and five-and-a-half acres of pleasure gardens and grounds, as recently withdrawn at Auction.

SOLD
"DUNRAVEN HOUSE," BOURNE AVENUE, SALISBURY.

FOX & SONS beg to announce the SALE by Private Treaty of the above Freehold RESIDENCE, standing in its own pretty garden.

PRELIMINARY.
By direction of Brig.-General C. Cunliffe Owen, C.B., C.M.G.
HOLMFIELD
(OPPOSITE THE GRAND HOTEL),
LYNDHURST, HANTS.

FOX & SONS having disposed of the Lease are favoured with instructions to SELL by AUCTION on the premises, as above, on Wednesday, July 12th, 1922, at 1.30 p.m., the whole of the
LIVE AND DEAD STOCK
and other effects, including a few lots of furniture, and also a 26-h.p. 4-cylinder SCAT LANDAULETTE.

Catalogues in due course of the Auctioneers, 44–50 Old Christchurch Road, Bournemouth, 131, Above Bar, Southampton, and Branch Offices.

By direction of Sir Richard Glyn, Bt., D.S.O., J.P.
GAUNT'S HOUSE
WIMBORNE.

FOX & SONS are favoured with instructions to SELL by AUCTION on the premises, as above, about the middle of July, a large quantity of antique and modern
SURPLUS FURNITURE AND ORNAMENTAL CHINA.
Also
many valuable oil and water colour paintings, statuary, the contents of several bedrooms, and other miscellaneous effects.

Catalogues are in course of preparation, and may be obtained of the Auctioneers, 44–50, Old Christchurch Road, Bournemouth, and Branch Offices.

AS A GOING CONCERN.
SANDOWN HOUSE PRIVATE HOTEL
CHURCHFIELDS, SALISBURY.

FOX & SONS are favoured with instructions to offer for SALE by AUCTION, at the White Hart Hotel, Salisbury, on Tuesday, July 25th, 1922, at 3 o'clock precisely (unless previously Sold Privately), the above valuable Freehold PRIVATE HOTEL, containing nine bedrooms, three bathrooms, four reception rooms, kitchen, and offices, and including the valuable goodwill, together with the whole of the furniture and effects, and the fixtures and fittings.

Further particulars in due course of the Auctioneers, 44–50, Old Christchurch Road, Bournemouth.

IN A POPULAR GOLFING DISTRICT.
DORSETSHIRE
Two-and-a-half miles from Wimborne, seven miles from Bournemouth.

DESIRABLE FREEHOLD
COUNTRY RESIDENCE,
OCCUPYING A HIGH POSITION,
and affording
MAGNIFICENT VIEWS
across the waters of Poole Harbour to Corfe Castle and the Purbeck Hills.

FIVE BEDROOMS,
BATHROOM,
TWO RECEPTION ROOMS,
GOOD DOMESTIC OFFICES.



GARAGE.
COMPANY'S WATER.

THE
GARDENS AND GROUNDS
include
TENNIS COURT,
KITCHEN AND FRUIT GARDENS, etc.;
in all
ABOUT TWO ACRES.

PRICE £3,750, FREEHOLD.

Fox & Sons, Land Agents, Bournemouth.

SOUTH HAMPSHIRE
A CHARMING
GEORGIAN RESIDENCE,
standing in
OLD-WORLD GARDENS,
TASTEFULLY DECORATED,
and in
PERFECT ORDER THROUGHOUT.

NINE BED AND DRESSING ROOMS,
TWO EXCELLENT BATHROOMS,
THREE RECEPTION ROOMS,
Up-to-date
DOMESTIC OFFICES.



GARAGE. STABLING.
COTTAGE. GLASS.
LAWN,
PLEASURE GROUNDS,
WELL-STOCKED FRUIT GARDEN;
in all about
TWO AND A HALF ACRES.

ELECTRIC LIGHT.
COMPANY'S GAS AND WATER.

Owing to the Owner shortly going abroad, the extremely
LOW REDUCED PRICE OF
£3,500
or close offer would be accepted for this Property.
Fox & Sons, Land Agents, Bournemouth.

E. J. CARTER, BANKS & BENNETT

ESTATE AND HOUSE AGENTS, AUCTIONEERS AND VALUERS
(ESTABLISHED 1797),
7, LONDON ROAD, TUNBRIDGE WELLS.
6, HIGH STREET, CROWBOROUGH, SUSSEX; and 12, PONT STREET, BELGRAVE SQUARE, LONDON, S.W. 1.



TO AMERICANS AND OTHERS

AN EXCEPTIONAL OPPORTUNITY.

AN EXCEEDINGLY CHOICE AND DESIRABLE FREEHOLD RESIDENTIAL ESTATE, situate three miles from a main line station, whence London is reached within the hour. The elegant modern Mansion is delightfully situated on an eminence with a beautiful southern aspect, and commands delightful views over the heavily timbered parkland and ornamental water. Substantially constructed and fitted regardless of expense, the Residence is approached by charming winding carriage drives, flanked on either side with massed banks of rhododendrons of varying tones of colour, interspersed with graceful coniferæ and deciduous trees and shrubs. There are picturesque entrance lodges. The accommodation includes magnificent reception hall, drawing room, dining room, morning room, smoking room, billiard room, gentlemen's lavatory, servants' hall, and complete domestic offices, fourteen bed and dressing rooms, boudoir, bathrooms, etc.; electricity is installed; chauffeur's residence, bothy, two garages, stabling, gardener's cottage, etc. The pleasure grounds are of great beauty and include expansive lawns studded with specimens of ornamental timber; there are terrace walks, delightful woodland walks, kitchen gardens with glasshouses, park and woodland; in all about 78 acres. An additional 200 acres could be acquired. The lease, including the shooting over nearly 900 acres, and together with the whole of the contents of the Residence and the outdoor effects, and including the cattle, motor cars, to be SOLD, or the Freehold of the Estate of nearly 300 acres could be acquired.—Apply CARTER, BANKS & BENNETT, Estate Agents, as above.



A SELECTION OF FURNISHED RESIDENCES
(TOWN AND COUNTRY)
on application.

RIVER THAMES AND FIRST-CLASS GOLF WITHIN A FEW MINUTES' DRIVE.

AN ATTRACTIVE OLD PLACE, with pretty walled garden, tennis lawn and orchard; lounge 50ft. by 27ft. with dancing floor, two other reception rooms, six bedrooms, dressing room and bathroom; garage. 60 years Lease. For SALE, or will LET, Furnished, for summer or year or more.—Apply CARTER & Co., as above.

EAST GRINSTEAD.—A particularly choice RESIDENCE, standing in delightful grounds of about three acres; lounge hall, three reception rooms, eight bed and dressing rooms, two bathrooms; glasshouse, cottage. Much reduced Price to effect immediate Sale.—Details from CARTER & Co., as above.

TO BE SOLD, a RESIDENCE of great antiquity (an example of oak construction of several hundred years ago), with large old oak beams and old diamond light windows; two reception rooms, five bedrooms, bathroom, kitchen, dairy and offices; together with cottage, farmbuildings and about 69 acres of land. A very low price will be accepted for an immediate Sale.—Details from CARTER and Co., as above.

FOREST ROW (quite close to the celebrated golf links). A pretty little RESIDENTIAL PROPERTY, comprising lounge hall, three reception rooms, six bedrooms, bathroom, kitchens and offices; together with gardens of rather more than an acre, laid out in the old-world style. Price £2,500.—Details from CARTER & Co., as above.

SUSSEX (half-a-mile from main line station).—A gentleman's perfectly appointed small PROPERTY; central heating, telephone, Co.'s gas and water, and main drainage are all installed; three well-proportioned reception rooms, gentleman's lavatory, etc., two staircases, eight good bedrooms and bathroom; entrance lodge, chauffeur's cottage; matured pleasure grounds, walled kitchen garden, orchard and meadows; in all about eleven acres. Executors will accept low price.—Apply CARTER & Co., as above.

SURREY.—A XVIIth century FARMHOUSE, with open fireplaces and much oak; restored; fitted with electric light, and with labour-saving devices; three sitting and six bedrooms, bathroom, attic and good domestic offices; excellent modern farmbuildings, and about five acres. 3,000 guineas, Freehold; or 2,000 guineas with two acres.—Apply CARTER & Co., as above.

BERKSHIRE.—An ideal brick-built BUNGALOW, rendering indoor servants unnecessary; two large reception rooms, and four bedrooms and bathroom, all with hot and cold water supplies; central heating, electric light and main gas, water and drainage; extensive views over wooded meadowland; in all nearly seven acres. Low price for freehold and fittings.—Apply CARTER & Co., as above.

W. HUGHES & SON, LTD.

Auctioneers and Estate Agents,
38, COLLEGE GREEN, BRISTOL.
Phone: 1210 Bristol. Established 1832.



COTSWOLDS (in beautifully wooded part, close to station).—A delightful old GEORGIAN COUNTRY HOUSE; three reception, billiard room, twelve bed and dressing rooms; all modern conveniences; electric light; cottage, farmbuildings; SEVENTEEN ACRES. 400ft. up, south aspect, magnificent views.
PRICE £6,500 (OPEN TO OFFER).
Strongly recommended. (16,525.)



£2,700 (open to offer) WILL PURCHASE this DELIGHTFUL OLD STONE-BUILT COTSWOLD HOUSE, in the very favourite Stonehouse district, commanding magnificent views of the Cotswolds, easy reach of station, and containing two reception, six bedrooms, two good attics, and about SEVEN ACRES of good pastureland; splendid cottage, stabling, garage and outbuildings.—Personally inspected and strongly recommended. (16,507.)



SOUTH DEVON COAST.
In one of the most picturesque parts, midst exquisite scenery.
THIS IDEAL RESIDENTIAL PROPERTY; three reception, six beds, bath; gas; and one-and-three-quarter acres. Ideal yachting, fishing, golf, hunting. Station close, main line station within twelve miles. (16,530.)

NEAR BATH.
£2,000 WILL PURCHASE a charming small COUNTRY RESIDENCE in Somerset, within six miles of Bath; four reception, studio, six bed, boxroom, bath (h. and c.), and exquisite gardens of one-and-three-quarter acres; stabling, garage; station easy reach. (16,368.)

DENYER & CO.

AUCTIONEERS AND ESTATE AGENTS,
TUNBRIDGE WELLS AND TONBRIDGE.

An attractive COUNTRY HOUSE fitted with central heating, electric light, Co.'s water, and many labour-saving appliances.

TUNBRIDGE WELLS (three miles of the station 45 minutes of London).—A comfortable modern RESIDENCE, standing in beautifully timbered grounds of two acres; five bed and dressing rooms, bathroom, two reception rooms (25ft. by 15ft.), good offices, conservatory; garage and fruitful gardens.

PRICE, FREEHOLD, £3,200 (or offer).

NO REASONABLE OFFER REFUSED.

CHISLEHURST AND SEVENOAKS (between; 600ft. up).—Charming small COUNTRY HOUSE, with garage, and also one acre; electric light.

TUNBRIDGE WELLS.—Detached modern HOUSE, in perfect order; five bed, bath (h. and c.), drawing room (34ft. by 15ft.), two other reception rooms, good offices; electric light; garden and lawn.

PRICE, FREEHOLD, £2,000 (or offer).

DENYER & Co., Tunbridge Wells.

3, MOUNT STREET, LONDON, W.1.

RALPH PAY & TAYLOR

LAND AGENTS, AUCTIONEERS AND SURVEYORS.

Telephone: Grosvenor 1032 & 1033.



IN BEAUTIFUL COUNTRY BETWEEN
LEATHERHEAD AND GUILDFORD
LOVELY POSITION. 400FT. UP.

Three reception, nine bed, bathroom (h. and c.); central heating, acetylene gas, Co.'s water; stabling, garage and living room; two cottages if desired. Charming old gardens and grounds, paddock; extending in all to
FIVE ACRES.
PRICE, FREEHOLD, 5,500 GUINEAS.
Immediate inspection advised by Owner's Agents, RALPH PAY & TAYLOR, as above.

IN THE FAMOUS COOMBE DISTRICT
ADJOINING GOLF COURSE.

MOST CHARMING COTTAGE RESIDENCE, half timbered, oak panelled.
Seven bed, two bath, three reception (drawing room over 30ft. in length), hall, etc.
TERRACE AND FORMAL GARDENS DELIGHTFULLY LAID OUT.
TWO ACRES.
MOST REASONABLE PRICE.
Sole Agents, RALPH PAY & TAYLOR, as above.

BEAUTIFUL BUCKS

PICTURESQUE DOWER HOUSE, within easy daily reach of town.
SEVEN BED. BATH. THREE RECEPTION.
OLD WORLD GARDEN.
ABOUT ONE ACRE.
GARAGE.
ELECTRIC LIGHT.
THE WHOLE IN FIRST-RATE CONDITION.
MODERATE PRICE ACCEPTED.
Sole Agents, RALPH PAY & TAYLOR, as above.

NEAR SMALL SOUTH COAST RESORT



Beautiful gardens. Coast frontage with private access.
ELIZABETHAN TYPE BUNGALOW RESIDENCE; eight bed, two bath, three reception; garage, cottage; grounds and gardens extending to
NINE ACRES.
To LET for summer months, or for SALE at a reasonable figure.
Further details of RALPH PAY & TAYLOR, as above.

RALPH PAY & TAYLOR, 3, MOUNT STREET, GROSVENOR SQUARE, W.1.

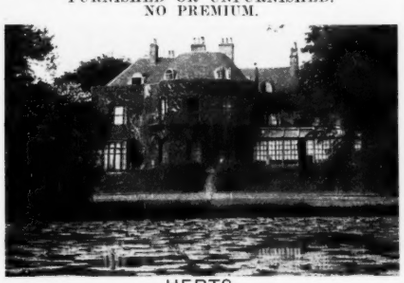
BYRON HOUSE, 8, ST. JAMES' ST., S.W.1.

ROWLAND STUART

(1921) LTD.

Telephone: 4470 Gerrard (3 lines).

FURNISHED OR UNFURNISHED.
NO PREMIUM.



HERTS.
Picturesquely environed near St. Albans.
TUDOR, with GEORGIAN ADDITIONS.
Eight acres; twelve bedrooms, two bathrooms, four reception rooms, billiard room; stabling, garage.
Ornamental lake a feature.
Electric light. Central heating.

7,000 GUINEAS, WITH 107 ACRES,
or 5,250 GUINEAS, WITH 11¼ ACRES.



"COMARQUES,"
NEAR FRINTON-ON-SEA, ESSEX.
PERFECT GEORGIAN SPECIMEN.
Eleven bedrooms, three bathrooms, inner and outer halls, four reception rooms.
Stabling. Garage. Home farm. Three cottages.
Electric light. Central heating.

FOR SALE OR LETTING, FURNISHED.



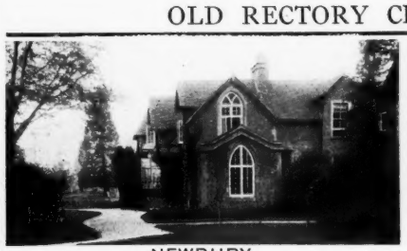
HANTS.
On the sea coast near Milford and Lymington, and close to the New Forest and Bournemouth.
BAILLIE SCOTT HOUSE.
Three acres; five bedrooms, bathroom, very large drawing room, dining room, studio; garage with pit.
Electric light. Co.'s water.

Telephone: 145 Newbury.

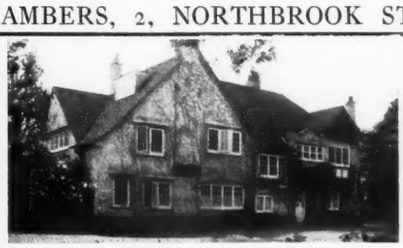
THAKE & PAGINTON

Telegrams: "Thake & Paginton, Newbury."

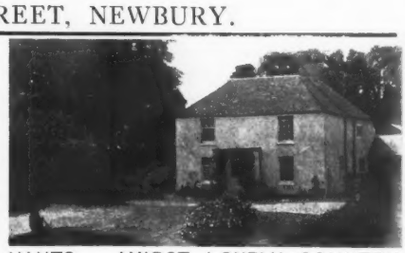
LAND AGENTS, SURVEYORS AND VALUERS,
OLD RECTORY CHAMBERS, 2, NORTHBROOK STREET, NEWBURY.



NEWBURY.
AN EXTRAORDINARILY PRETTY HOUSE, with a lovely garden and paddock; in all about FOUR ACRES.
Six bedrooms, two bathrooms, three reception rooms.
MAIN WATER. ELECTRIC LIGHT. PARTIAL CENTRAL HEATING; in excellent repair. For SALE by Private Treaty or by AUCTION, July 11th, at Newbury.
Auctioneers, THAKE & PAGINTON, 2, Northbrook Street, Newbury. (887.)



SOMETHING WORTH INSPECTING IN BERKS.
EXCEPTIONALLY ATTRACTIVE AND ARTISTIC COUNTRY RESIDENCE, situate in beautiful country; lounge hall, three reception rooms, eight bedrooms, bathroom, boxroom; garage, stable. GAS LIGHTING, TELEPHONE. Attractive grounds of FIVE ACRES. COTTAGE AVAILABLE.
PRICE £3,750 ONLY.
INSPECTED AND VERY STRONGLY RECOMMENDED. (1693.)



HANTS. AMIDST LOVELY COUNTRY.
XVIITH CENTURY FARMHOUSE, with three sitting rooms, four bedrooms, bathroom, etc. CENTRAL HEATING, MODERN DRAINAGE, excellent water supply; ample farmbuildings, garage and stables.
FIVE ACRES OF PASTURE.
INSPECTED AND HIGHLY RECOMMENDED.
For SALE by Private Treaty or AUCTION in July. (1645.)

CUTHBERT, LAKE & SUTTON will offer by AUCTION (unless previously Sold by Private Treaty), at the Mart, 155, Queen Victoria Street, E.C., on Tuesday, July 18th, 1922.

"BISHOPSTONE," NORTHWOOD (overlooking golf links, woods and waters).—Small RESIDENCE, with perfectly appointed gardens of over four-and-a-half acres, all choicely timbered; garage, rooms for chauffeur, conservatories; tennis lawn, bowling green and croquet lawn; secluded but only five minutes from garden gate to station, 21 minutes from Marylebone. Immediate vacant possession.—Solicitors, Messrs. UNDERWOOD, PIPER and HEYS-JONES, 13, Holles Street, W. 1.

"ELMSFIELD," HERTFORD (on the southern outskirts of the town, on rising ground, eight minutes from railway station).—Excellent RESIDENCE, cottage, lodge, stables and garage; pleasure grounds, kitchen garden, conservatories, tennis lawns and paddocks; in all over eight-and-a-half acres; main water, gas and electric light. Vacant possession.—Solicitors, Messrs. GAMLEN, BOWERMAN & FORWARD, 3 and 4, Gray's Inn Square, W.C. 1. Auctioneers' Offices, 9, Stone Buildings, Lincoln's Inn, W.C. 2. Telephone, Holborn 1070.

WEST OF ENGLAND.—Selections of Properties for Sale sent on receipt of requirements to DONALD HUGHES, F.A.I., 56, Bassett Road, London, W. 10.

CROWN LANDS.
CHIGWELL ROW, ESSEX.
THE RESIDENCE, known as "Hainault Lodge," to be SOLD or LET upon Lease; pleasantly situated on high ground, in a country district within fifteen miles of Town (Fairlop Station two miles, Romford three-and-a-half miles), containing in all about 59 acres. Grounds well timbered with good forest and other trees; stabling for eight horses and garage for three cars, excellent farmery, comprising cowsheds, piggery, etc., and well-kept walled kitchen and fruit garden. The House contains large entrance hall, five reception rooms, fifteen bedrooms, two bathrooms, and ample domestic offices; electric light, central heating, and Company's water; entrance lodge and two cottages, and about 41 acres of pastureland. The Property is well adapted for a school or similar institution and its use as such would be considered.—For further particulars and order to view, apply to Messrs. CLUTTON, Crown Receivers, 5, Great College Street, Westminster Abbey, S.W. 1.

DARLEY DALE (Derbyshire; about one-and-a-half miles from Darley Dale Station on the Mid. Ry. main line, Manchester to London; about seven miles from Chesterfield; three miles from Matlock; nineteen miles from Sheffield and Derby; and 42 miles from Manchester).—The Freehold RESIDENTIAL AND SPORTING ESTATE, with agricultural land, known as Sydnope Hall Estate, extending to about 1,126 acres, comprising "Sydnope Hall," a handsome castellated moderate-sized Residence, in an extraordinarily beautiful situation, with finely laid-out terraced gardens, park and excellent woodlands; own water supply and electric light; home farm, lodge, and cottages, and some most productive grass and arable land. The Moor farm, woods and plantations, two small holdings, nursery lands, stone quarries; excellent grouse and blackgame moors. Will be SOLD by AUCTION (unless an acceptable offer be made previously) by

ERNEST S. MITCHELL on Tuesday, July 4th, 1922, at 5 o'clock in the afternoon, at the Town Hall, Bakewell.—Illustrated particulars, plans and conditions of Sale may be obtained from SHIPTON HALLEWELL & Co., Solicitors, Chesterfield; ERNEST S. MITCHELL, F.A.I., Auctioneer, 10, Gluman Gate, Chesterfield; Telephone 264.

Telephone: Kensington 6202.

STUART HEPBURN & CO.

Telegrams: "Appraisal, Knights-London."

39-41, BROMPTON ROAD, KNIGHTSBRIDGE, S.W. 3.

KNIGHTSBRIDGE ESTATE SALE ROOMS.



WITH FOUR-AND-A-HALF ACRES.

A GENTLEMAN'S COUNTRY RESIDENCE in an old-world village, 76 miles from Town; eight bed, two dressing, three reception rooms, ample offices, two staircases. STABLING. Lawn, kitchen garden, ORCHARD and meadowland.

Fishing. Golf. Shooting.

FREEHOLD. £1,700.

SPECIALISTS IN CHARACTER HOUSES.

ON THE BRIGHTON DOWNS.

AN ARTISTIC COTTAGE RESIDENCE with studio, two reception rooms, three bedrooms and offices; exceptionally good views.

FREEHOLD, £1,200.

YORKSHIRE MOORS.

TO BE LET, FURNISHED, for any period; twelve bed, bath, four reception rooms. FIVE ACRES. Stabling and garage. Hunting, shooting and fishing. Would Let Unfurnished or Sell.

HOUSES ON LEASE.

MESSRS. STUART HEPBURN & CO. have at present a number of really good PROPERTIES to offer on lease in the Home Counties, and convenient for daily Town.



SUSSEX PINE COUNTRY.

CHARMING OAK-BEAMED RESIDENCE in a high position, part 200 years old, to be LET, FURNISHED, from July 1st for two months; six bed, bath, two reception rooms, dairy, kitchen, etc. TENNIS AND CROQUET LAWNS, ORCHARD; in all ONE ACRE. GARAGE.

5½ GUINEAS PER WEEK.

AUCTIONEERS AND VALUERS. LAND AND ESTATE AGENTS.

GEERING & COLYER

ASHFORD: KENT. Tel.: Ashford 25 (2 lines).

LONDON: 2, KING ST., ST. JAMES'S, S.W. 1. Tel.: Gerrard 3801.

RYE: SUSSEX. Tel.: Rye 55.

HAWKHURST: FOR KENT AND SUSSEX BORDERS.

KENT AND SUSSEX BORDERS.

Lovely high and healthy situation, between Hawkhurst and Rye; close to the pretty village of Sandhurst.

"BAYFORD HOUSE," SANDHURST.



THE ABOVE EXCEPTIONALLY CHARMING OLD-FASHIONED RESIDENCE; seven bed, bath and two reception, excellent domestic offices; acetylene gas; pretty gardens, tennis lawn, and productive meadowland; in all about

SIX-AND-A-HALF ACRES.

Early possession. AUCTION at Maidstone, July 20th, or Privately.

KENT AND SUSSEX BORDERS (lovely high and healthy situation).—LONGWOOD FARM, EWHURST. Choice Agricultural Estate, 150 acres; well watered stream and ponds. Good House; four bed, bath and two reception; excellent buildings. For SALE, with vacant possession, at Battle, July 3rd. Strongly recommended.

KENT.—"THE OAKS," GOUDHURST.—A gentleman's exceptionally charming COUNTRY RESIDENCE, in delightful high situation, with extensive views, one-and-a-half miles Goudhurst Station; nine bed, two bath, three reception; garage, stabling; petrol gas, Co.'s water; outbuildings; pretty grounds with tennis lawn, productive kitchen and fruit gardens and grass orchards in full bearing; about six acres. To be SOLD by AUCTION, with possession, at Maidstone, July 20th, or Privately.

KENT.

In a good residential position on the outskirts of the town of Ashford, delightfully situated, practically in the country, with good views; gravel soil; fifteen minutes' walk from Ashford (S.E. & C. Ry.) Junction Station, one-and-a-quarter hours London; easy drive of coast five minutes from golf links.

"GORE HILL HOUSE," ASHFORD.



THE ABOVE CHARMING MODERN RESIDENCE, REPLETE WITH EVERY MODERN CONVENIENCE, including gas, electric light, h. and c. water, central heating, main drainage, etc., and containing lounge hall, three reception rooms, good domestic offices, seven bed and dressing rooms, bathroom; excellent garage with man's accommodation; outhouses, greenhouse; exceptionally charming gardens and grounds, full-size tennis lawn, flower and kitchen gardens (the latter well-stocked with fruit), summerhouse, etc.; in all about ONE ACRE; the whole in perfect order and ready for immediate occupation without delay. AUCTION at Ashford end of June, or Privately.

KENT (main line; prettily situated; one mile station, one-and-a-half hours London).—"YULE LODGE," HEADCORN. Charming and picturesque old-fashioned Residence, in excellent order, with some fine old oak beams; five bed and three reception; good water supply; stabling, cowsheds, and poultry houses; nice fruit and kitchen gardens, productive grass orchard and meadowland, five-and-a-half acres. Gentleman's very suitable small residential, poultry and pleasure farm. To be SOLD at Maidstone, with possession, June 29th.

FULL PARTICULARS, GEERING & COLYER, AS ABOVE.

HEAD OFFICE: COUNTRY DEPT. 'Phone 298

REBBECK BROS.

GERVIS PLACE, BOURNEMOUTH

BRANCH OFFICE: COUNTY GATES. 'Phone 2203.

HANTS (immediately adjoining the New Forest, and within 200 yds. of open heathland; ten minutes village and main line railway station).—ATTRACTIVE MODERN RESIDENCE, occupying high and healthy situation, contains four reception rooms, seven bed and dressing rooms, bathroom, good offices; small stabling; perfectly secluded garden with paddock; in all TWO-AND-A-HALF ACRES.

FREEHOLD, £2,750.

HANTS (eight miles Bournemouth, two miles railway station; close village, and on the borders of the New Forest).—COMPACT BIJOU RESIDENCE, containing two reception rooms, four bedrooms, bathroom, kitchen, and offices; useful outbuildings; excellent garden of ONE ACRE fully stocked, and containing 150 established fruit trees.

FREEHOLD, £1,950.

DORSET (within easy reach of Bournemouth and Wimborne).—Pleasantly situated old-fashioned FARMHOUSE, modernised and in perfect order throughout. Contains three sitting rooms, four bedrooms, bathroom and offices; main gas and water services, modern sanitation; nice garden of one acre.

FREEHOLD, PRICE £2,500.

HANTS (about fifteen miles Bournemouth, close to village).—Small FARM with modern House of three sitting rooms, four bedrooms, bathroom, kitchen, offices and dairy.

GOOD WATER SUPPLY. MODERN SANITATION. EXCELLENT FARMBUILDINGS. 25 ACRES PASTURELAND.

FREEHOLD, £3,000.

DORSET (good residential district, nine miles Bournemouth, on high ground; close golf links).—MODERN BIJOU RESIDENCE, in excellent state of repair. Contains two sitting rooms, four bedrooms, bathroom, kitchen and offices; main gas and water services, modern sanitation; small stabling; garden and poultry land; in all FOUR ACRES.

FREEHOLD, £2,000.

HANTS (in one of the most picturesque villages of the New Forest; three miles main line railway).—MODERN COTTAGE, delightfully situated. Contains two sitting rooms, three bedrooms, bathroom, kitchen and offices; indoor sanitation; good water; garden about three-quarters of an acre.

FREEHOLD, £1,250.

HARRIE STACEY & SON

ESTATE AGENTS & AUCTIONEERS, REDHILL, REIGATE, AND WALTON HEATH, SURREY. 'Phone: Redhill 31.

By order of the Exors. of Alfred Rosling, Esq., Deceased.



REIGATE.

Very pleasantly situate in Wray Park, and within a few minutes' walk of the station, church and town.

THIS ATTRACTIVE COUNTRY RESIDENCE, known as

"WRAY LODGE,"

WRAY PARK ROAD,

containing seven bed, bath, and three reception rooms, conservatory, and ground floor offices.

Detached stabling and garage.

DELIGHTFUL OLD GARDEN.

ELECTRIC LIGHT, HEATING, CO.'S WATER AND GAS.

TO BE SOLD BY AUCTION at the Mart, 155, Queen Victoria Street, E.C., on Thursday, July 13th, 1922, at 2.30.

Solicitors, Messrs. MOLE, ROSLING & VERNON, Reigate. Particulars of the Auctioneers, as above.



Prettily situate in Wray Park, with a fine view of the Hills and near the station.

THIS WELL-DESIGNED AND ATTRACTIVE MODERN COUNTRY RESIDENCE, known as

"SOUTHFIELD,"

ALMA ROAD,

containing eight bed, bath, three reception, and excellent billiard rooms, with stable, garage, and delightful garden; tennis lawn.

TO BE SOLD BY AUCTION

at the Mart, 155, Queen Victoria Street, E.C., on Thursday, July 13th, 1922, at 2.30.

Solicitors, Messrs. MORRISONS & NIGHTINGALE, Reigate. Particulars of the Auctioneers, as above.

TO BE LET, from Michaelmas next (or with immediate possession if desired), "THE MANOR HOUSE," Salford, near Woburn Sands, comprising old-fashioned House, grounds, ornamental lake, cottage, farmbuildings; in all 20 acres.—Messrs. DONE, HUNTER & CO., Land Agents and Surveyors, Cricklewood, London, N.W. 2.

Auctioneers, Land Agents, and Surveyors.

CONSTABLE & MAUDE

2, MOUNT STREET, W. 1, AND STOW-ON-THE-WOLD, GLOS.

Telephone: Grosvenor 1427.
Telegrams: "Audconalan, Audley, London."



OCCUPYING ONE OF THE FINEST POSITIONS IN THE

CORNISH RIVIERA

THE EXCEPTIONALLY WELL-DESIGNED AND APPOINTED RESIDENCE, known as

ST. MICHAEL'S, FALMOUTH

containing lounge hall, three reception, nine bed and dressing rooms, bathroom, and conveniently arranged offices.

Garage and outbuildings. Bathing house.

MAIN ELECTRIC LIGHT. WATER AND DRAINAGE. TELEPHONE.

VERY BEAUTIFUL GARDENS AND GROUNDS of about

TWO ACRES,

sloping nearly down to the beach.

WONDERFUL LAND AND SEA VIEWS

For SALE PRIVATELY or by AUCTION at the Mart, 155, Queen Victoria Street, London, on Thursday, July 27th, 1922, at 2.30 p.m.

Illustrated particulars and Conditions of Sale can be obtained from Messrs. WITHERS, BENSONS, CURRIE, WILLIAMS & CO., Solicitors, 4, Arundel Street, Strand, W.C. 2; or from the Auctioneers, CONSTABLE & MAUDE, as above.

BY DIRECTION OF LT.-COLONEL H. HEYWOOD-LONSDALE, D.S.O.

TO BE LET, UNFURNISHED, ON LEASE.

THE IMPORTANT COUNTY SEAT,

CLOVERLEY HALL, SHROPSHIRE

Charmingly situated on high ground, commanding extensive views, approached by two long drives through the splendidly timbered park; well appointed and in capital order, with many rooms handsomely fitted with oak panelling, and comprising

GREAT HALL OR BALLROOM, BILLIARD ROOM, FIVE RECEPTION ROOMS, 20 PRINCIPAL AND SECONDARY BED AND DRESSING ROOMS, FIVE BATHROOMS, AMPLE SERVANTS' BEDROOMS AND DOMESTIC OFFICES. CENTRAL HEATING.

Stabling, men's rooms, two cottages, outbuildings, etc. WELL-TIMBERED GARDENS AND GROUNDS of about

25 ACRES

SHOOTING, BY ARRANGEMENT, OVER 5,000 ACRES.

Full details from the Sole Agents, CONSTABLE & MAUDE, as above.

AT A GREATLY REDUCED PRICE.

ON THE FRINGE OF THE COTSWOLDS



WILTS AND GLOS BORDERS (delightfully situated on high ground, approached by two drives, one with lodge, and commanding extensive views)—The House, a fine stone building with tiled roof, contains lounge hall, five reception, fourteen principal and secondary bed and dressing rooms, bathroom, servants' bedrooms, and domestic offices. CENTRAL HEATING, ABUNDANT WATER SUPPLY, TELEPHONE. Excellent stabling for eight with men's rooms over, useful outbuildings.

VERY LOVELY WELL-TIMBERED GARDENS AND GROUNDS, with the home farm and another capital holding, with house and excellent buildings; the total area is about

286 ACRES.

NOTE.—The House would be Sold with 90 acres or less if required.

HUNTING. POLO. SHOOTING. FISHING.

Full details from CONSTABLE & MAUDE, as above.

Telephone: GERRARD 5318.

BENTALL & HORSLEY

199, PICCADILLY, W. 1.

TO CITY GENTLEMEN

45 *minutes' express to London.*

A FINE OLD GEORGIAN RESIDENCE, in a favourite and very pretty part of Essex; in splendid order and standing amidst grand old gardens and miniature parklands.

Three large reception, nine bed, bath.
Electric light, gas, Co.'s water and drainage.

£1,700 recently spent on improvements.

HUNTING. GOLF.

TEN ACRES. 4,000 GUINEAS.

GENUINE BARGAIN.

BENTALL & HORSLEY, as above.

A TEMPTING OFFER.

SUSSEX (between Horsham and the Coast; 40 miles of London).—Very attractive weather-tiled RESIDENCE, choicely placed on high ground, with magnificent views; three reception, eight bed, bath; cottage; pretty gardens and park-like meadows; nearly

30 ACRES. £4,250,
including fixtures.

BENTALL & HORSLEY, as above.

ONE MILE TROUT FISHING

HEREFORDSHIRE.—Gentleman's unique RESIDENTIAL AND FARMING ESTATE of 250 acres. Grandly placed Residence, in perfect order; four reception, nine bed, bath; model farmery and cottages.

VERY ATTRACTIVE ESTATE.

MODERATE PRICE.

BENTALL & HORSLEY, 199, Piccadilly, W. 1.

SOLD

"FREEGROVE," CALNE, WILTS,

comprising

the exceptionally well-appointed Residence together with Home Farm of 300 acres. Messrs. BENTALL & HORSLEY have again Sold this Estate, being the fourth occasion they have negotiated its sale.

CONSIDERED TO BE THE

BEST APPOINTED HOUSE IN ENGLAND.

Near the famous Minchinhampton Links.

GLOS. (enjoying a truly beautiful position, 300ft. up, amidst grand old gardens and wooded hills).

Three reception, billiard, eleven bedrooms, three bathrooms.

ELECTRIC LIGHT. CENTRAL HEATING. MODERN DRAINAGE.

Garage, farmery, prolific orchards, and rich meadows; nearly

20 ACRES.

A WONDERFULLY ATTRACTIVE PROPERTY APPEALING TO THE MOST FASTIDIOUS.

£6,500 OR OFFER.

BENTALL & HORSLEY, as above.

RIPPON, BOSWELL & CO., F.A.I.

LAND AGENTS, SURVEYORS & AUCTIONEERS, 8, QUEEN STREET, EXETER.

Telephone 204.

ILLUSTRATED REGISTER OF PROPERTIES in the South and South-Western Counties. Price 2/- ; by post 2/6.

SOUTHERN FRINGE OF DARTMOOR (occupying magnificent position, 800ft. altitude, glorious views).—Modern stone-built COUNTRY RESIDENCE with verandah, near village, mile from station and four miles from good market town and schools; panelled reception room and hall, drawing room, seven bedrooms, bath; good garden and paddock, nearly one acre; garage and engine house. Excellent fishing district. Hunting and golf.—RIPPON, BOSWELL & CO., Exeter. (-580.)

ELECTRIC LIGHT. MAIN WATER. PRICE £2,200.

UNPRECEDENTED BARGAIN.

HANTS (within short motor run of the county town).—Medium-sized old-fashioned COUNTRY RESIDENCE, in 50 ACRES beautifully timbered parkland. PRICE ONLY £7,500, OR OFFER. More or less land can be purchased.—RIPPON, BOSWELL & CO., Exeter. (-10,552.)

EASTBOURNE.

THE VALUABLE FREEHOLD RESIDENCE,

known as

6, WEST CLIFF, ST. JOHN'S ROAD,

occupying a splendid position, on high ground, close to and overlooking the sea, and containing fourteen bedrooms, two dressing rooms, three reception rooms, two bathrooms, and good domestic offices.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE. GARDEN.

WITH VACANT POSSESSION.

MESSRS. OAKDEN & CO.,

in conjunction with

MESSRS. DANIEL SMITH, OAKLEY & GARRARD,

will offer the above for SALE by AUCTION at the Saffrons Rooms, Eastbourne (near the Town Hall), on Tuesday, July 4th, 1922, at 3 o'clock precisely.

For particulars and conditions of Sale, apply to Messrs. PEACOCK & GODDARD, Solicitors, 3, South Square, Gray's Inn, London, W.C. 1; or from the Auctioneers, Messrs. DANIEL SMITH, OAKLEY & GARRARD, 4–5, Charles Street, St. James's Square, S.W. 1; Messrs. OAKDEN & CO., 10, Cornfield Road, Eastbourne.

SOUTH WALES, CARMARTHENSHIRE.—For SALE at reduced price, COUNTRY MANSION; four sitting and thirteen bedrooms; stabling, etc.; 33 acres of ornamental grounds, orchard, wood, meadow and pasture-land, with or without home farm of 148 acres of meadow, pasture and arable land; within a mile of church, post office and station; excellent trout fishing.—Apply LE BRASSEUR and OAKLEY, 40, Carey Street, W.C. 2.

BRIDGWATER (Somerset).—To be SOLD, with early possession, delightful RESIDENCE, standing on the side of a hill, in its own beautifully timbered and floral grounds of about one acre, with six bedrooms, bathroom, three reception rooms, lounge hall, and usual offices, verandah; three vineries, peach-house, conservatory, and garage. Hunting with three packs of hounds. Shooting and fishing. Freehold, £3,000.—V. CULVERWELL, Estate Agent, Burnham-on-Sea.

JAMES STYLES & WHITLOCK

44, ST. JAMES' PLACE, S.W.1. Telephone: 3493 Gerrard. — LONDON AND RUGBY. — **BANK STREET, RUGBY.** Telephone: 70 Rugby.



PRELIMINARY NOTICE.

GLOS. NEAR TETBURY.

THE FREEHOLD
RESIDENTIAL AND AGRICULTURAL PROPERTY,
"AVENING LODGE,"

comprising the substantial and very comfortable Residence, containing hall, four reception rooms, ten bedrooms, bathroom, etc., standing in a

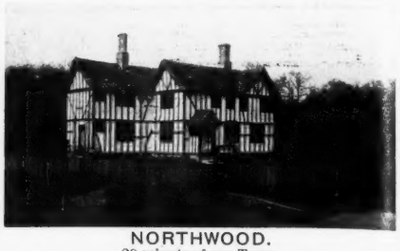
SMALL PARK WITH LODGE.

DELIGHTFUL GROUNDS, inexpensive to maintain.
Ample stabling and garage.
Three sets of farmbuildings; rich pasture and arable lands; in all about

450 ACRES,

which will be offered by AUCTION at a date to be announced.

Particulars of the Auctioneers at 44, St. James' Place, S.W. 1, and Bank Street, Rugby.



NORTHWOOD.
20 minutes from Town.

CLOSE TO GOLF, and within a mile of station; hall and dining room in old oak, drawing room, all bedrooms fitted with lavatory basins, well-fitted bathroom; ideal situation, on border of beautiful wood. This and other Houses at Northwood for SALE at moderate prices. Finest workmanship throughout.—Details of JAMES STYLES & WHITLOCK, as above. (L 1845.)

PRELIMINARY ANNOUNCEMENT.

Within ten minutes' walk of Otford Station, and about two-and-a-quarter miles from Sevenoaks.

A PERFECT SMALL RESIDENCE,
"HEATHDENE," OTFORD.

Situate on high ground on the slope of the hill, with delightful views. Accommodation: Three reception rooms, four bedrooms, bathroom, w.c., etc., and excellent ground floor offices; gas and water laid on; thoroughly matured gardens, artistically disposed with tennis lawn, flagged walks, kitchen garden, and quantity of fruit trees and bushes; in all about

ONE ACRE.

To be offered by AUCTION in July (unless previously Sold).—Particulars and permits to view of the Auctioneers, Messrs. JAMES STYLES & WHITLOCK, 44, St. James' Place, S.W. 1.

WARWICKSHIRE.
Within one-and-a-half hours from London.

GENTLEMAN'S RESIDENCE, well situated near station on main line; three reception rooms, ten bedrooms, bathroom; central heating, electric light; excellent stabling for eight horses, two garages, six-roomed cottage; paddock. Hunting with the Pytchley, Atherstone and North Warwickshire Hounds. Charming garden, tennis and croquet lawn, etc.—Details of JAMES STYLES and WHITLOCK, Bank Street, Rugby, and 44, St. James' Place, London, S.W. 1. (L 1660.)

MESSRS. WHATLEY, HILL & CO.

ESTATE AGENTS 24, RYDER STREET, ST. JAMES'S, LONDON, S.W. 1.



CIRENCESTER

"THE BEECHES."

FOR SALE, this stone-built RESIDENCE, 350ft. above sea level, situated on the outskirts of Cirencester, and under one mile from railway station; good social district.

POLO AND GOLF.

HUNTING WITH THE V.W.H., HEYTHROP and OTHER PACKS.

ACCOMMODATION: Four sitting rooms, thirteen bed and dressing rooms, bathroom, excellent offices, including servants' hall.

COMPANY'S WATER.
MAIN DRAINAGE. ELECTRIC LIGHT AND GAS.

CENTRAL HEATING.

TWO COTTAGES.

TWO SETS OF GOOD STABLING, ALSO GARAGE AND OTHER BUILDINGS.

BEAUTIFUL GROUNDS.

CROQUET AND TENNIS LAWNS, ALSO A PADDOCK.

RUNNING STREAM IN GROUNDS.

PRICE, FREEHOLD, WITH EARLY VACANT POSSESSION,

£9,000,

OR OFFER FOR QUICK SALE. (Folio 6957.)

HAMPSHIRE.—For SALE, a delightful old-fashioned red brick and tiled COUNTRY HOUSE, standing high, and commanding splendid views over some of the prettiest scenery in the county. ACCOMMODATION: Three sitting rooms, five bedrooms (eight beds), bathroom, two staircases; ample water supply pumped by engine; excellent gardens, tennis court, fruit and vegetable garden; stabling, garage, and farmbuildings. THE LAND EXTENDS TO 21 ACRES.

PRICE £3,750, FREEHOLD. A BARGAIN. (Folio 7376.)

TEMPLECOMBE (NEAR).

FOR SALE, a modern COUNTRY HOUSE, well situated for hunting with the Blackmore Vale hounds. ACCOMMODATION: Three sitting rooms, ten bedrooms, bathroom; main drainage, district water, acetylene gas; charming gardens and three meadows.

TEN-AND-A-HALF ACRES IN ALL.

MODEL FARM AND DAIRY.

PRICE £3,850, FREEHOLD. (Folio 7061.)

SURREY.—TO LET, UNFURNISHED, an old-fashioned COUNTRY HOUSE, adjoining eighteen-hole golf course; two miles from main line station, 25 minutes from London; rural surroundings; long carriage drive. ACCOMMODATION: Hall, two sitting rooms, eight bedrooms, two bathrooms; central heating, electric light, Co.'s water, telephone; stabling and large garage; orchard, meadow and gardens; in all

SIX ACRES. RENT £150 PER ANNUM.

Occupier going abroad. Furniture to be purchased. (Folio 7335.)

Telephone: Regent 1611-12. MESSRS. WHATLEY, HILL & CO., 24, RYDER STREET, ST. JAMES'S, S.W. 1. **Telegrams: "Whatleying," London.**

SUSSEX COAST.

LIGHTHOUSE FOR SALE, in perfect order, magnificent position; large sitting room (about 32ft. by 20ft.), dining room, five bedrooms, bathrooms, etc.; garage. Immediate possession.—Price and further particulars of Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. 1. (12,165.)

WORTHING (within eight minutes sea and station, in very choice position).—Detached Freehold modern RESIDENCE, containing, on two level floors, six bedrooms, three reception rooms, lounge hall, bathroom, cloakroom, h. and c. water, two inside lavatories, one outside, kitchen, scullery, pantry, coal cellar; electric light. The House stands in a little over half-an-acre, is extremely well built and very easily worked. Price £4,100. Mortgage if desired.—Write A. C. BAILEY, P.A.S.I., Estate Offices, West Worthing. Tel. 476 Y.

WORTHING (WEST; near station and sea).—A most charmingly situated exceptionally well-built Freehold detached modern RESIDENCE of very attractive design; five beds, two reception, lounge hall with fireplace, bathroom, cloakroom, kitchen, scullery, pantry, and usual offices; stands in half-an-acre with motor garage. The above House is highly recommended and should be viewed. Price £4,050.—Apply A. C. BAILEY, P.A.S.I., Estate Offices, West Worthing. Tel. 476 Y.

THE EASTON PARK ESTATE,

SUFFOLK.

THURSDAY, JUNE 29TH, 1922.

MOORE, GARRARD & SON are favoured with instructions from the Most Honourable the Marchioness of Graham to SELL by AUCTION, at the Crown and Anchor Hotel, Ipswich, at 2.30 o'clock in the afternoon, this very desirable and compact small Freehold RESIDENTIAL, SPORTING AND AGRICULTURAL ESTATE of about 783a. 2r. 6p., with possession of the greater portion at Michaelmas next, situated about three miles from Wickham Market Station on the G.E. main line, comprising a modernly appointed and exceedingly well-built Mansion, most pleasantly situated in the village of Easton, with gardens and grounds, stabling and garages, parklands, etc., of about 150a. 1r. 7p.; three productive farms, in a high state of cultivation, with good houses and buildings; together with arable and pasture accommodation lands, 23 cottages with gardens, and including the Advowson of the Rectory of Easton. The Estate will first be offered as a whole, and if not so sold then as lotted in the Particulars of Sale, which may be obtained of the Auctioneers, Hoxne, near Diss and Eye; of D. F. Smith, Esq., Estate Office, Easton, Wickham Market; or of the Solicitors, Messrs. LONGBOURNE, STEVENS and POWELL, 7, Lincoln's Inn Fields, London, W.C. 2.

ROSS-SHIRE.—FINE SPORTING ESTATE OF COULIN, KINLOCHEWE, 20,000 acres; deer forest grouse and ptarmigan shooting; first-class salmon, sea trout and brown trout fishing; exclusive right in Lochs Claire and Coulin, and two miles river between Lochs Claire and Maree. Excellent House, fully Furnished. For SALE, by Trustees of the late Lady Ogilvy Dalgleish, by PUBLIC ROUP within Dowell's Rooms, 18, George Street, Edinburgh, on Wednesday, July 5th, 1922 (unless previously Sold by Private Bargain). Upset Price £50,000.—Particulars from C. R. MANNERS, C.E., 12, Lombard Street, Inverness; or W. & J. COOK, W.S., 61, Castle Street, Edinburgh, who have the Title Deeds and Articles of Roup.

ABERGAVENNY (Mon.).—Freehold substantial RESIDENCE, with land, in good repair, standing back in grounds; station five minutes' walk, best locality; carriage drive; tennis lawn; garage; three reception rooms, including lounge hall, five bedrooms, bathroom, etc.; beautiful timber trees. Also similar larger Residence; eight bedrooms; with four or five-and-a-half acres of land, consisting of gardens, shrubbery, meadow, orchard, with both croquet and tennis lawns, etc. Vacant possession. The larger Residence would be admirably suitable for a school, residential hotel, or convalescent home. Moderate price.—Apply "The Willows," Abergavenny (Mon.)

LAND AGENTS **ALFRED SAVILL & SONS** SURVEYORS AND VALUERS

51a, LINCOLN'S INN FIELDS, LONDON, W.C. 2; 7, BIRCHIN LANE, LONDON, E.C. 3;
And COMBPYNE, DEVONSHIRE.

BINFIELD, BERKSHIRE



WITHIN EASY REACH OF ASCOT, WINDSOR, HENLEY AND READING.

AN ATTRACTIVE OLD-FASHIONED COUNTRY HOUSE, three miles from the station, approached by a carriage drive with lodge entrance, and standing in well-timbered grounds and gardens, which are a feature of the Property.

There is a lake of running water, tennis and other lawns, etc. The accommodation includes

Two halls,
Five reception rooms,
Complete offices, cellars, etc.,

Fourteen bed and
Dressing rooms,
Bathroom, etc.

COMPANY'S WATER. MODERN DRAINAGE.

Double garage, stabling and separate range of loose boxes for hunters. The lodge, containing five rooms; coachman's cottage, five rooms.

EXTENSIVE RANGE OF FARMBUILDINGS.

SIXTEEN ACRES OF ARABLE LAND, remainder good GRASSLAND; in all about

71 ACRES.

CAN BE SOLD WITH MORE OR LESS LAND if desired.

Further particulars on application.



BINFIELD, BERKSHIRE

WITHIN EASY REACH OF ASCOT, WINDSOR, HENLEY AND READING.

AN OLD-FASHIONED COUNTRY RESIDENCE, in a favourite residential district, on gravel soil, and commanding extensive views over picturesque country. The House stands in attractive well-timbered grounds, with two tennis lawns, kitchen gardens, etc.; extending to over

ELEVEN ACRES.

The accommodation includes

Lounge hall,
Dining room,
Drawing room,
Smoking room, boudoir,
Billiards room,

Eleven principal bedrooms,
Bathroom,
Servants' hall,
Domestic offices,
Ample servants' accommodation.

WATER AND GAS LAID ON. MODERN DRAINAGE.

Extensive stabling, outbuildings, garage with man's rooms, etc.

HUNTING WITH THE GARTH, BERKS AND BUCKS STAGHOUNDS, and other packs in the district. The River at Henley, Windsor, Maidenhead, etc., within easy reach.

PRICE, FREEHOLD, £6,000.

Further particulars of the above Properties may be had on application to Messrs. ALFRED SAVILL & SONS, 51a, Lincoln's Inn Fields, London, W.C.2.

TILLEY, CULVERWELL & PARROTT

SOMERSET, WILTS & GLOS ESTATE AGENCY,
10, WALCOT STREET, BATH.

SITUATED IN OLD-WORLD VILLAGE NEAR BADMINTON.

A GENTLEMAN'S CHARMING OLD-FASHIONED DETACHED RESIDENCE is offered at an absurdly low figure of £950. The most convenient accommodation provides dining room, drawing room, morning room, five bedrooms, level kitchen and offices; convenient outbuildings and pretty walled gardens. The Property is at present in course of renovation, and has been personally inspected and thoroughly recommended by the Agents, as above.—Full particulars on application.

SITUATED NEAR DEVIZES, WILTS.

CHARMING AND GENUINE OLD GEORGIAN RESIDENCE for SALE, standing in well timbered park and grounds of about 39 ACRES, and approached by carriage drive with two lodges at entrance. The exceptionally well appointed Residence provides four reception rooms, billiard room, nine principal bed and dressing rooms, and servants' rooms, two bathrooms, excellent kitchen and offices. The grounds are quite a feature of the Property, consisting of rose and rock gardens, tennis lawns, shrubberies, and walled kitchen garden, and at a convenient distance is a FARMERY with excellent buildings. STABLING, HARNESS ROOM, HEATED GARAGE. Company's gas and water, telephone and central heating. Extremely moderate price for quick Sale. Condition excellent.

BEAUTIFULLY SITUATED IN GLOUCESTERSHIRE. Hunting five days a week.

MOST ATTRACTIVE FREEHOLD RESIDENTIAL AND SPORTING PROPERTY to be SOLD, of Georgian design, and in first-rate order throughout, having been subject to very heavy expenditure during recent years. The convenient accommodation consists of entrance hall, three reception rooms, ten bed and dressing rooms, two bathrooms, level kitchen and offices, two staircases; central heating, petrol gas lighting, unfailing water supply, perfect drainage; stabling, GARAGE, and USEFUL FARMBUILDINGS; delightful gardens and grounds with winding walks through shrubberies, and natural rock and water gardens, bathing pool, good kitchen garden. The whole Property is about 90 acres in extent. Further land if necessary. Low price for immediate Sale.

Further particulars and orders to view of the Agents, TILLEY, CULVERWELL & PARROTT, as above.

PYTCHLEY HUNT (ideal village near Rugby). — Historic MANOR HOUSE; three or four reception, fourteen bed, three bath, billiard room; privacy; 35 acres park; handsome stabling, garage, lodge. Possession now. £9,850.—Particulars "A 6007," c/o COUNTRY LIFE Offices, 20, Tavistock Street, Covent Garden, W.C. 2.

BRITISH COLUMBIA.—For SALE, FRUIT FARM overlooking Lake Shuswap; eight acres fruit-bearing trees, two acres woodland. Modern House; central heating; good outbuildings; beautiful surroundings; two miles from station, C.P. Ry.—Apply "A 6093," c/o COUNTRY LIFE Offices, 20, Tavistock Street, Covent Garden, W.C. 2.

FOR SALE.—PAIGNTON (glorious Devon).—Charming COUNTRY BUNGALOW; very pretty grounds and garden of about one acre. Freehold. One mile from town. Vacant possession.—COOKSLEY, Estate Agent, Paignton.

MESSRS. CRONK

ESTATE AGENTS AND SURVEYORS,
KENT HOUSE, 1B, KING STREET, ST. JAMES'S, S.W., and SEVENOAKS, KENT.
Established 1845. Telephones, 1195 Regent, 4 Sevenoaks

Overlooking the Weald of Kent, 500ft. above sea level, on sandy soil; ten minutes from Sevenoaks Station.

AN IMPOSING FREEHOLD RESIDENCE, in charmingly timbered grounds of ten acres, with lodge entrance; seventeen bed and dressing, three bath, billiard and four reception rooms, lounge hall; electric light, central heating and telephone; stabling, garage, etc.; delightful terraced lawns, kitchen garden and orchard.—Messrs. CRONK, as above. (1905.)

KENT (20 miles from London).—Attractive COUNTRY RESIDENCE with 33 acres to be SOLD, Freehold; contains seven bed, bath and two reception rooms and usual offices; stabling, garage, cottage and farmbuildings; good flower and kitchen gardens, orchard and paddocks; Company's water laid on.—Particulars from Messrs. CRONK, as above. (5282.)

A PRETTY OLD TUDOR HOUSE, with oak panelling and beams, standing in 40 acres of nicely timbered grounds, to be SOLD; in the favourite SEVENOAKS DISTRICT, close to an old-world village, two-and-a-half miles from main line station and three from Sevenoaks; contains five bed and two reception rooms, usual offices; superior stabling and farmbuildings; two excellent cottages.—Messrs. CRONK, as above. (9755.)

SOUTH HANTS.
In a fine position, about a mile from Romsey and nine from Southampton.



A PERFECTLY APPOINTED COUNTRY RESIDENCE, standing in delightful grounds of about six-and-a-half acres; beautifully timbered and having a trout stream; hall, four reception rooms, eight bedrooms, bathroom, and excellent domestic offices; chauffeur's and gardener's cottages; stabling and garage; modern conveniences; electric light, telephone; lawn and en-tout-cas tennis courts. To be LET, Furnished, at £750 per annum, including plate and linen and gardener's and electrician's wages, or would be Sold, Freehold.—For full particulars and series of views, apply to Sole Agents, WALLER & KING, The Auction Mart, 17, Above Bar, Southampton.

MESSRS. DUDENEY & PILCHER

LAND AGENTS, VALUERS AND AUCTIONEERS,
28, MOUNT PLEASANT, TUNBRIDGE WELLS.

SUITABLE FOR FRUIT AND POULTRY.

XVTH CENTURY COTTAGE RESIDENCE; oak beams and open fireplaces; bath (h. and c.), three bedrooms, three reception, offices; garden; buildings, and seventeen-and-a-half acres of prolific fruit and pasture-land; one mile village and station; Kent. Freehold, possession. £2,000 or near.

SUSSEX.—Pair of picturesque lodge entrance COTTAGES (suitable for conversion into one House) and 27 acres of land. £1,750, Freehold; possession. Three-and-a-half miles station.

£700.—Five-roomed COUNTRY COTTAGE (end one of a block of four); garden; outdoor sanitation, well water, and six acres pastureland; or cottage without land, £350 with possession.

TUNBRIDGE WELLS.—Detached bijou RESIDENCE; four bed, bath (h. and c.), hall, two reception, on two floors; good garden. Freehold, possession. £1,850.

EXTRAORDINARY BARGAIN.

SUITABLE FOR CLUB, SCHOOL, INSTITUTION OR PRIVATE RESIDENCE.—A magnificent stone-built Sussex MANSION; 30 bedrooms, five reception, and every modern convenience; with 220 acres of beautiful park and woodland, lodge entrance, lake of five acres, £9,000. Must be Sold, great sacrifice.

Full particulars from DUDENEY & PILCHER, 28, Mount Pleasant, Tunbridge Wells.



AN ATTRACTIVE FREEHOLD PROPERTY, ADJOINING WALTON HEATH GOLF LINKS, consisting of a well-built Cottage Residence, containing entrance hall, two reception rooms, four bedrooms, two bathrooms, and domestic offices; well appointed and in good decorative and residential repair. The Property includes a garage and pit, stabling; with two good bedrooms for servants; a matured kitchen and cultivated garden, tennis lawn, greenhouse, etc., etc. This compact Property includes a paddock of four acres, and a field of similar dimensions, with possibilities of a lucrative building site.

PRICE 4,000 GUINEAS.

For further particulars, apply DEBENHAM, STORR & SONS, LTD., Auctioneers and Surveyors, 26, King Street, Covent Garden, W.C. 2.

Telephone : Regent 879.

WARMINGTON & CO.

AUCTIONEERS, LAND AGENTS AND SURVEYORS, 1, DOVER STREET, PICCADILLY, W. 1.

TO LET, FURNISHED, FOR A TERM OF YEARS.

THE GRANGE, ALRESFORD, HANTS

FOUR MILES FROM ALRESFORD, SIX FROM WINCHESTER, TWELVE FROM BASINGSTOKE.



A MAGNIFICENT RESIDENTIAL AND RENOWNED SPORTING ESTATE.

SHOOTING OVER 10,000 ACRES OF THE BEST PARTRIDGE LAND IN ENGLAND.

2,000 ACRES OF COVERTS.

PARK OF 700 ACRES, LAKE, MODEL FARM. TWO MILES OF TROUT FISHING IN THE ITCHEN.

The Mansion contains eight reception rooms, ballroom, 40 bedrooms, eight bathrooms, and good domestic offices.

CENTRAL HEATING. MODERN SANITATION.
AMPLE WATER. ELECTRIC LIGHT.

The bag of game last season was 3,743 wild pheasants, 3,984 partridges, 10,000 rabbits, 183 wild duck, snipe and woodcock.

Further particulars of H. S. KNIGHT-GREGSON, Esq., Solicitor, 49, St. James's Street, S.W.1; and with orders to view of Sole Agents, Messrs. WARMINGTON and Co. (F.C. 217.)

OFFICES : 1, DOVER STREET, W. 1.

THE ESTATE OFFICES, LEWES, SUSSEX.

POWELL & CO.

AUCTIONEERS, LAND AGENTS.

FOR SALE BY AUCTION ON JULY 18TH, 1922, AT LEWES.



PARK HOUSE

RINGMER, NEAR LEWES, SUSSEX:
CHOICE SMALL RESIDENTIAL ESTATE.
165 ACRES.

GENTLEMAN'S COUNTRY RESIDENCE, in perfect order; electric light, water, modern drainage; stabling and garage, farmbuildings, four cottages; rich park, pasture and arable land. WITH POSSESSION.

FOR SALE BY AUCTION ON JULY 18TH, 1922, AT LEWES.

RINGMER, NEAR LEWES

DESIRABLE RESIDENTIAL PROPERTIES, COTTAGES, ACCOMMODATION LAND, SMALL HOLDINGS, ETC.

FOR SALE BY AUCTION ON JULY 20TH, 1922, AT BRIGHTON.

LANCING MANOR ESTATE, SUSSEX

SOME OF THE MOST PRODUCTIVE FRUIT AND MARKET GARDEN LAND in the SOUTH OF ENGLAND,
BEING IN THE NOTED WORTHING DISTRICT.
Picturesque
RESIDENCES, COTTAGES, ETC.

FOR SALE BY AUCTION ON JULY 25TH, 1922, AT LEWES.
OUTLYING PORTIONS OF

BUXTED PARK ESTATE, SUSSEX

comprising
VALUABLE FARMS, SMALL HOLDINGS, ACCOMMODATION LAND, COTTAGES, AND A BUILDING ESTATE.
SITUATE NEAR UCKFIELD AND BUXTED STATIONS.

For further particulars of the above apply POWELL & CO. Telephone : 82 Lewes. Telegrams : Powells, Lewes.

Telephone : Grosvenor 1210 (two lines).

ALEX. H. TURNER & CO.

69, SOUTH AUDLEY STREET, W.1; and at Guildford, Weybridge and Woking.

(For continuation of advertisements see page iv.)

KINGSWOOD AND WALTON HEATH.



THIS PICTURESQUE AND EXCEPTIONALLY WELL-APPOINTED FREEHOLD COUNTRY RESIDENCE, 700ft. up, near famous golf course, in CHARMING GROUNDS of nearly

THREE ACRES,

with WONDERFUL VIEWS. Panelled hall, three reception rooms, five bedrooms, and three maids' rooms, bathroom, usual offices.

CO.'S GAS, TELEPHONE AND WATER.

Excellent garage; heated greenhouse; small loose box and outbuildings. WELL-MATURED GARDENS with tennis lawn, kitchen garden, woodland walks, etc.

EXCEPTIONAL BARGAIN AT £5,250.

Recommended by Messrs. ALEX. H. TURNER & Co., 69, South Audley Street, W. 1.

BETWEEN BASINGSTOKE AND PETERSFIELD.



THIS GENTLEMAN'S VALUABLE RESIDENTIAL AND AGRICULTURAL ESTATE, comprising CHARMING OLD-WORLD RESIDENCE, restored and fitted with EVERY MODERN CONVENIENCE; 600ft. up, WITH WONDERFUL VIEWS. *Entrance hall, cloak room, three reception rooms, billiard room, nine bedrooms, bathroom, ample offices; good water supply and drainage, acetylene gas.* EXCELLENT FARMBUILDINGS, GARAGE, and SIX COTTAGES. CHARMING INEXPENSIVE GARDENS, fully stocked; 235 ACRES RICH PASTURELAND, on which is bred and reared WELL-KNOWN PEDIGREE STOCK, remainder arable and VALUABLE WOODLANDS; in all about

375 ACRES.

EXCELLENT SHOOTING over Estate, HUNTING AND GOLF in district.

BARGAIN PRICE FOR QUICK SALE.

WOULD BE SOLD FROM TEN ACRES UPWARDS if required.

Inspected and highly recommended by Messrs. ALEX. H. TURNER & CO., 69, South Audley Street, W. 1.

Telephone: 497.
Telegrams: "Renton's, Auctioneers."

RENTON & RENTON, F.S.I.

16, ALBERT STREET, HARROGATE.



MID-YORKSHIRE.

About one mile from a station and three miles from a market town; HUNTING with TWO PACKS, SHOOTING and GOLF.

TO BE SOLD, a compact RESIDENTIAL AGRICULTURAL AND SPORTING PROPERTY of about 300 ACRES, eminently suited to stock breeding, and including attractive RESIDENCE, affording four reception rooms, gun room, fourteen bed and dressing rooms, two bathrooms and ample offices; central heating and acetylene gas lighting; garage for two cars, stabling for nine, and other outbuildings; PARKLANDS and GARDENS, lodge, etc. HOME FARM of about 200 ACRES, with remarkably good HOUSE, THREE COTTAGES and excellently fitted BUILDINGS, especially constructed for stock-raising purposes. THE FREEHOLD PROPERTY is for SALE as a whole, with POSSESSION. The Residence and grounds would be LET, FURNISHED or UNFURNISHED, or the home farm would be Sold separately. —Inspected and strongly recommended. (Ref. No. 1736.)

BETWEEN

HARROGATE AND YORK.

About one-and-a-half miles from a station, six miles from Goldsborough Hall, about ten miles from Harrogate, and eleven from York.

HUNTING WITH TWO PACKS, and within easy reach of several excellent GOLF LINKS.

ELECTRIC LIGHT. CENTRAL HEATING.
WATER BY GRAVITATION. TELEPHONE.

Three reception rooms, billiard room, fifteen bed and dressing rooms, two bathrooms, complete domestic offices.

Stabling for six, two coach-houses with living rooms over, and other out-offices.

VERY GOOD GARDENS;

in all about

SIX-AND-A-HALF ACRES.

TO BE LET, FURNISHED, for next HUNTING SEASON.

(Ref. No. 1860.)



YORKSHIRE. NORTH RIDING.

In a very good social and sporting neighbourhood; about one-and-a-half miles from a station, about five miles from the old-world city of Ripon, and about sixteen miles from Harrogate.

ABOUT ONE MILE OF TROUT AND GRAYLING FISHING, SHOOTING, and in an excellent HUNTING DISTRICT. Electric light, central heating, separate hot water system, telephone, good water supply. THE RESIDENCE affords hall, three reception rooms, gunroom, eleven principal and secondary bedrooms, bathroom, good domestic offices. The OUTBUILDINGS include garage for two cars, stabling for eight horses, harness room with men's rooms over, engine house, kennels, etc. The GROUNDS are a delightful feature and embrace tennis lawn, rose garden, walled kitchen garden with greenhouses, lily pond, prettily wooded walks, and extend in all to about TEN ACRES. TO BE LET, FURNISHED, until April, 1923.—Inspected and strongly recommended. (Ref. No. 1881.)

THE MOST COMPLETE REGISTER IN THE NORTH OF ENGLAND FOR THE SALE AND LETTING OF LANDED, SPORTING AND AGRICULTURAL ESTATES, COUNTRY HOUSES, SHOOTINGS, FISHINGS, ETC.



By direction of the Exors. of the late Robert Barclay, Esq.

HODDESDON, HERTS

Within seventeen miles of London. With vacant possession this Autumn.

"THE GRANGE,"

A fine Georgian House; lounge hall, three reception rooms, billiard room, eight principal bedrooms, dressing rooms, two bathrooms, etc.

MOST DELIGHTFUL WALLED-IN GROUNDS.

Garage, stabling, outbuildings.

MAIN DRAINAGE. COMPANY'S WATER AND GAS. TELEPHONE.

GRASS PADDOCK.

Also another smaller House, known as "THE OLD COTTAGE"; in all over

SEVEN ACRES.

For SALE by AUCTION, at the Bull Hotel, Hoddesdon, on Wednesday, July 19th next, at 4 p.m.

Illustrated particulars and orders to view may be obtained from Messrs. MAPLES, TEESDALE & Co., Solicitors, 6, Frederick's Place, Old Jewry, London, E.C. 2; or

MESSRS. BIDWELL & SONS,

Land Agents, Surveyors and Auctioneers, 11, Benet Street, Cambridge. (Tel. 199.)
And at Ely.

Telephone: Grosvenor 2260 (2 lines).

COLLINS & COLLINS

LAND AND ESTATE AGENTS.

37, SOUTH AUDLEY STREET, GROSVENOR SQUARE, W.1.

(For continuation of advertisements see page xix.)



AT A VERY LOW RESERVE TO ENSURE A SALE.

Enjoying lovely views across the picturesque valley to the hills in the far distance.

NUN'S ACRE, GORING-ON-THAMES

OXON.

CHOICE MODERN RESIDENCE,

FULL OF GENUINE HISTORICAL PANELLING, standing high above the BEST STRETCH OF THE RIVER THAMES, WITH LOVELY OLD GARDENS SLOPING DOWN TO THE WATER'S EDGE.

THE HOUSE is most luxuriously appointed and panelled, having been recently decorated at ENORMOUS COST by a well-known West End firm, and now in perfect order.

Lounge hall, four exquisitely panelled reception rooms including a fine Louis XVI. saloon with costly mantelpieces, billiard room, three bathrooms, including Roman bath in marble, handsome oak staircase, twelve bedrooms.

ELECTRIC LIGHT. CENTRAL HEATING.

Model garage, stables, and excellent set of men's rooms, two good modern cottages, capital dry dock, also wet dock.

To be SOLD by AUCTION, at the Mart, 155, Queen Victoria Street, London, E.C. (unless previously disposed of Privately), on July 18th, 1922, by Messrs. COLLINS and COLLINS, 37, South Audley Street, Grosvenor Square, London, W. 1.



TO BE OFFERED BY AUCTION AT THE UPSET PRICE OF £2,500.

Moored on one of the prettiest stretches of the Thames.

THE HOUSEBOAT

"SUMMERHOLM"

WARGRAVE ROAD, HENLEY-ON-THAMES.

Complete with FURNITURE, PLATE and LINEN. Ready for immediate occupation.

Fitted with electric light and telephone; in perfect condition. Upper deck 120ft. long, two companion ways, three landing bridges. Large lounge, fine dining saloon, six bedrooms (twelve beds), etc. Also brick and tiled Bungalow, fitted bath, full-size launch and boat-house. Lease of one end of an island, bounded on three sides by the river; pretty garden and tennis court.

To be SOLD by AUCTION, at the Mart, 155, Queen Victoria Street, London, E.C. (unless previously disposed of Privately), on July 18th, 1922, by Messrs. COLLINS & COLLINS, 37, South Audley Street, Grosvenor Square, London, W. 1.

COLLINS & COLLINS, OFFICES: 37, SOUTH AUDLEY STREET, GROSVENOR SQUARE, W.1.

BATTAM & HEYWOOD

20, DAVIES ST., BERKELEY SQUARE, W.1.

BORDERS OF

SUFFOLK AND NORFOLK.

IN A DRY BRACING SPOT. NEAR STATION.



OLD GEORGIAN RESIDENCE.

Entrance and inner halls, three reception rooms, eleven bedrooms, two dressing rooms, two bathrooms.

CENTRAL HEATING.

Stabling. Farmery. Garage. Lodge.

DELIGHTFUL OLD GARDEN.

Orchard, vinery, Parkland and meadows.

ABOUT 50 ACRES.

Full details from the SOLE AGENTS.

COUNTRY RESIDENCES TO BE LET, FURNISHED.

BERKSHIRE.

BEAUTIFULLY FURNISHED AND EQUIPPED

STATELY MANSION AND PARK,

together with

SHOOTING OVER 2,000 ACRES.

MANSION contains suite of reception rooms, 20 bedrooms, seven bathrooms, complete domestic offices.

Electric light. Central Heating. Company's water. Telephone.

BEAUTIFUL GARDENS.
TWO EN-TOUT-CAS TENNIS COURTS.
STABLING AND GARAGE.

Within easy motor ride of London. To be LET up to a term of seven years.

SOMERSET.

TO BE LET AT A LOW RENTAL.

GOOD SHOOTING OVER 4,000 ACRES

(half woodlands), together with EXCELLENT TROUT FISHING.

ALSO THE WELL-KNOWN COUNTY SEAT on the Estate, containing six reception rooms, 27 bedrooms, five bathrooms, and offices.

Stabling. Garage. Kennels.

TO BE LET FOR THE HUNTING SEASON.

WILLIAM COWLIN & SON

25, VICTORIA STREET, CLIFTON, BRISTOL.

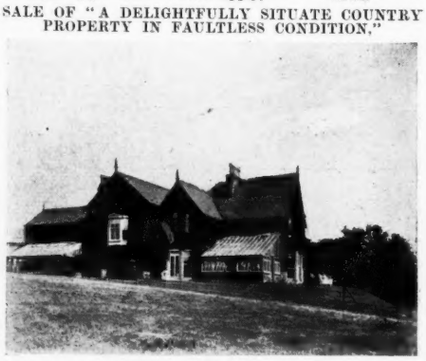
SPECIALISTS FOR COUNTRY PROPERTY IN THE WEST OF ENGLAND.

SOMERSET.

Four miles from Clifton and College, five miles from Bristol, one mile railway station, one mile Failand Golf Links.

Own electric lighting plant. Ample water supply. Charming views.

SALE OF "A DELIGHTFULLY SITUATE COUNTRY PROPERTY IN FAULTLESS CONDITION,"



known as

"HABERFIELD HALL,"

EASTON-IN-GORDANO.

Three reception, Bath (h. and c.),
Eight bedrooms, Good offices.

Stabling, newly erected farmbuildings, two cottages.

Pleasure grounds, sloping lawns, and coppice bounded by a stream; in all about

EIGHTEEN-AND-A-HALF ACRES.

which will be SOLD by AUCTION (unless previously disposed of by Private Treaty) by

WILLIAM COWLIN & SON (in conjunction with GEO. NICHOLS, YOUNG, HUNT & CO.), at Demerara House, Colston Avenue, Bristol, on Friday, June 30th, 1922, at 3 o'clock, in ONE or TWO LOTS.—Printed particulars of WM. COWLIN & SON, as above; of GEO. NICHOLS & CO., Demerara House, Colston Avenue, Bristol; and of Messrs. WILKINSON, HOWLETT & WILKINSON, Solicitors, 14, Bedford Street, Covent Garden, London, W.C. 2.

By direction of F. Moffatt Smith, Esq., J.P., M.F.H.

MID SUSSEX (about two-and-a-half miles from Lewes Junction, on the London and Eastbourne line). — The exceedingly choice Freehold small RESIDENTIAL ESTATE, "Park House," Ringmer, near Lewes, comprising a gentleman's Residence, electric light and water, stabling and garage, charming gardens, four cottages, good farm-buildings, 165 acres of rich park, pasture and arable land, with vacant possession. To be SOLD by AUCTION as a whole or in Lots (unless previously disposed of by

POWELL & CO., at the White Hart Hotel, Lewes, on Tuesday, July 18th, 1922, at 3 p.m.—Particulars, plans and conditions of Sale, in due course, from the Vendor's Solicitor, F. LAWSON LEWIS, Esq., Hill House, High Street, Lewes, and at Eastbourne; and from the Auctioneers, the Estate Offices, Lewes.

SONNING-ON-THAMES (Berks).—To be SOLD with early possession, gentleman's very desirable RESIDENCE; three reception rooms, eight bed and dressing rooms, etc.; stabling and garage, two substantially built cottages. House occupies very excellent position, standing on high ground, and commanding charming views of the Thames Valley and the Oxfordshire Hills; well laid-out grounds; the whole comprising an area of three acres.—For further particulars, apply WILLIAM REEVE, Estate Office, Sonning-on-Thames, Berks.

TO BE SOLD, to wind up Estate, old-established FAMILY AND COMMERCIAL HOTEL (Freehold), in Midland County; garage and stabling; bowling green, etc. Good increasing turnover. Ground available for enlargement.—Apply "A 6053," c/o COUNTRY LIFE Offices, 20, Tavistock Street, Covent Garden, W.C. 2.

LOFTS & WARNER

Telephone: Grosvenor 2400.

130, MOUNT STREET, BERKELEY SQUARE, LONDON, W. 1.

OVERLOOKING THE BEAUTIFUL SURREY HILLS

A DESIRABLE RESIDENTIAL ESTATE,
RICHLY TIMBERED AND WELL SITUATED, WITHIN AN HOUR OF LONDON.

TO BE SOLD.



THE IMPOSING MANSION, partly of the Elizabethan period, has been carefully enlarged and restored at a very large cost. It occupies a delightful position, and contains entrance hall, oak-panelled dining hall, drawing room, billiard room, particularly fine library, three other sitting rooms, 22 principal bed and dressing rooms, four bathrooms, and complete domestic offices.

ELECTRIC LIGHT. COMPANY'S WATER. CENTRAL HEATING.

CHARMING GARDENS AND GROUNDS.

LARGE LAKE FOR BOATING AND COARSE FISHING. STABLES, TWO GARAGES, SEVERAL COTTAGES, HOME FARM, FOUR OTHER FARMS, AND SMALL HOLDINGS. The Estate, covering an area of about

1,050 ACRES,

can be purchased as a whole, or the Residence and from 200 to 300 acres may be had separately.

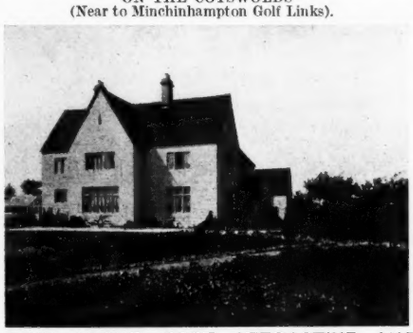
FURTHER PARTICULARS OF MESSRS. LOFTS & WARNER, 130, MOUNT STREET, BERKELEY SQUARE, W. 1.

BRUTON, KNOWLES & CO.

ESTATE AGENTS,
SURVEYORS AND AUCTIONEERS,
ALBION CHAMBERS, KING STREET.
Telegrams: "Brutons, Gloucester." GLOUCESTER.
Telephone: No. 967 (two lines).

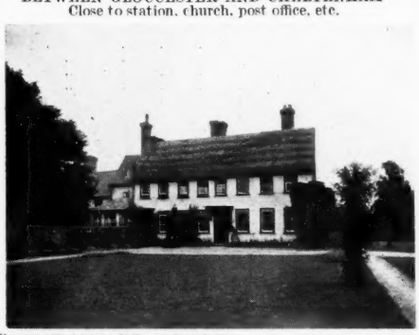
SYMOND'S YAT (the beautiful Wye Valley district).—A well-built modern RESIDENCE, 600ft. up, commanding magnificent views; nice hall, two reception, five beds, bath, small tower room commanding wonderful views; garage, loose box, etc.; garden, woodland and small paddock; in all about three-and-a-half acres. Price £1,500.—Full particulars of BRUTON, KNOWLES & Co., Estate Agents, Gloucester. (M 112.)

ON THE COTSWOLDS
(Near to Minchinhampton Golf Links).



THE ABOVE MOST ATTRACTIVE AND EXCEEDINGLY WELL-BUILT RESIDENCE, occupying a magnificent position, commanding extensive views; corridor hall, two reception, cloakroom (h. and c.), four beds, bath, usual offices; garage; nicely laid-out grounds; Company's water, gas, modern drainage, telephone. Vacant possession on completion. Price £2,800.—Full particulars of BRUTON, KNOWLES & Co., Estate Agents, Gloucester. (B 88.)

BETWEEN GLOUCESTER AND CHELTENHAM
Close to station, church, post office, etc.



"THE MANOR HOUSE," a charming Elizabethan RESIDENCE, occupying a most convenient but secluded position in the favourite village of Churchdown, containing hall, two reception and seven bedrooms, bath, boxroom, and excellent offices; gas, main drainage, Company's water, telephone; stable and outbuildings; tastefully laid-out grounds, tennis court, kitchen garden and enclosures of capital pasture orcharding; together with "Caledonia House," an adjoining House, formerly part of the Manor House; the whole containing about 2a. 3r. 20p. VACANT POSSESSION ON COMPLETION, except in the case of "Caledonia House" and a small piece of pasture orchard. BRUTON, KNOWLES & CO. are instructed by the Rev. A. P. and Mrs. Willway (who are leaving Gloucestershire) to SELL this attractive Freehold Property by AUCTION at the Bell Hotel, Gloucester, on Saturday, July 1st, 1922, at 3 o'clock punctually, in one lot (unless previously Sold by Private Contract).—Further particulars of Messrs. JONES, BLAKEWAY & JONES, Solicitors; or of the Auctioneers, Gloucester.

From "CAMS HALL," FAREHAM, HANTS.

RICHD. AUSTIN & WYATT are favoured with instructions from the Trustees of the late M. H. Foster, Esq., decd., to SELL by AUCTION on

WEDNESDAY, JUNE 28TH, 1922, commencing at 11 o'clock,

A QUANTITY OF VERY SUPERIOR ANTIQUE AND MODERN FURNITURE,

removed from "Cams Hall" for the convenience of Sale to the WESSEX DRILL HALL, in the centre of the town of FAREHAM.

Many beautiful specimens of the SHERATON AND HEPPLEWHITE PERIOD

appear in the catalogue, including 7ft. inlaid mahogany Sheraton sideboard, two mahogany Sheraton card tables, two Sheraton mahogany dressing tables, Hepplewhite suite in mahogany of ten arm chairs, settee and two stools.

Antique oak and mahogany bureaux, chests of drawers and writing desks, two large three-division mahogany wardrobes, grand piano by Broadwood, full-size mahogany billiard table by Thurston, Turkey, Axminster and Brussels carpets, Chippendale hall table, burr walnut dwarf table, etc., etc., with in all about 300 Lots of

WELL-MADE FURNITURE,
in excellent condition.

Catalogues (price 6d.) obtainable in due course of the Auctioneers, Bishop's Waltham, Hants, and at Fareham and St. Michaels Street, Southampton.

TO BE LET, Furnished, for one year or longer, by arrangement, "CUFFNELLS," Lyndhurst, Hampshire, in the heart of the New Forest, with its well-known hunting, shooting and golfing facilities; one mile from the town of Lyndhurst and about three miles from Lyndhurst Road Station (L. & S.W. Ry.). The Residence, which stands in a large park, will be Let with about sixteen acres, and contains fifteen principal bed and dressing rooms, three bathrooms, six servants' bedrooms, large hall (as billiard room), vestibule, library, dining room, drawing room, smoking room, large orangery and excellent domestic offices; Company's water, telephone, electric light, hot water system; garage, stabling (two loose boxes), laundry; walled garden and beautiful grounds. Rent £600 per annum.—Orders to view by appointment through the Land Agents, RICHARD AUSTIN & WYATT, F.S.I., Land Agents, Auctioneers, Valuers, Bishop's Waltham ('phone 2), and at Fareham and Southampton.

SOUTH HANTS.

On the River Hamble, mid-way between Botley and Bursledon, and near those railway stations on the L. & S.W. Ry., and four miles from Southampton.

IMPORTANT MARINE AND RESIDENTIAL ESTATE, known as

"BRIXEDONE,"

including a COMMODIOUS RESIDENCE, with four reception rooms, billiard room, and twelve bed and dressing rooms, two bathrooms and offices; stabling, garage, coachman's and gardener's cottages, and 79 acres.

HOME FARM,
with bungalow and homestead and 86 acres. And a subsidiary Residence, known as

"FREEHILLS,"

with four reception rooms, seven principal bedrooms, bathroom and offices; gardener's lodge, stabling, garage, and grounds of 30 acres; the whole Estate measuring about

195A. 3R. 29P.

which

RICHARD AUSTIN & WYATT are instructed by the owner to SELL by Private Treaty.

Agents, RICHARD AUSTIN & WYATT, Bishop's Waltham, Hants, and at Fareham.

HANTS (near Fareham).—To LET, COUNTRY RESIDENCE; south aspect; two miles from railway junction, close to village; four reception, nine bed and dressing rooms; stabling; with or without cottage, farmery, and 21 acres pasture.—AUSTIN & WYATT, Fareham.

HANTS, PORCHESTER (near Portsmouth).—Charming old-fashioned RESIDENCE; three reception and five good family bedrooms, besides dressing rooms and attic bedrooms; stabling; delightful garden; one acre. Vacant possession. Price £1,600.—AUSTIN & WYATT, Fareham.



SUNBURY-ON-THAMES.

FREEHOLD. TWO FLOORS.
£2,000 RECENTLY SPENT ON DECORATION, LIGHTING PLANT, ETC.
All modern improvements.
Three minutes station. Seven to ten minutes river.
THREE RECEPTION, FIVE BED, GOOD OFFICES.
Excellent garage and tennis court, well-stocked gardens. Low upkeep.
IMMEDIATE POSSESSION. £3,250.
GREENWOOD, "Arona," Sunbury, Middlesex.



FOR SALE, WITH POSSESSION AT MICHAELMAS NEXT.

ON THE COTSWOLDS (two-and-a-half miles from station, and thirteen miles from Cheltenham).—A very attractive Freehold JACOBEAN RESIDENCE, in most healthy and charming surroundings, containing oak-panelled dining room, large drawing room with open fireplace, complete domestic offices, five bedrooms, bathroom (h. and c.); excellent stabling; lawn and kitchen garden; modern drainage; together with 206 acres of productive land, of which 112 acres is pasture. Ample buildings, five cottages and gardens. In the Cotswold Hunt and on the borders of The Heythrop and North Cotswolds.

WELL-BUILT MANOR HOUSE, two miles from station, containing two reception rooms, usual domestic offices, five bedrooms; with 148 acres fertile land, including 113 acres of sound pasture; good buildings. Shooting, hunting. Low price.

Full particulars from JOHN A. BLOSS, Auctioneer and Estate Agent, Bourton-on-the-Water, Glos.

BOURNEMOUTH EXCELLENT MARINE RESIDENCE

ELECTRIC LIGHT THROUGHOUT, AND CENTRAL HEATING FROM AN IDEAL BOILER IN FURNACE HOUSE OUTSIDE.



THERE ARE EXCELLENT GOLF LINKS WITHIN EASY REACH.

SOUTH ELEVATION, FACING SEA.

TO BE SOLD, FREEHOLD, WITH IMMEDIATE POSSESSION,

THIS EXCELLENT PROPERTY SITUATED IN A UNIQUE POSITION ON THE CLIFF AT BOSCOMBE, BOURNEMOUTH, AND KNOWN AS

"COLSTON GRANGE"

commanding uninterrupted views of the Isle of Wight, English Channel, and entrance to the Poole Harbour.

It is fitted with every modern convenience, and is obviously in an excellent state of repair, it only having been built as recently as 1915.

Accommodation, eight bedrooms, two boxrooms, photography room, two bathrooms, two W.C's, four reception rooms, billiard room, lounge hall, lavatory and W.C., kitchen, servants' hall, and complete domestic apartments.

EXCELLENT HEATED GARAGE FOR TWO CARS WITH PIT AND WASH-UP.

It is exceedingly well placed in private grounds, comprising tennis lawn, flower garden, shrubbery, raised terrace, and pergolas with rustic summerhouses. Entrance with excellent circular drive to front door; the whole standing on an area of about

THREE-QUARTERS OF AN ACRE

London enquirers apply to Messrs. HAMPTON & SONS, Estate Agents, 20, St. James' Square, S.W.1; or principal agents, Bournemouth; or T. B. COLLINS, Esq., Brooklyn Lodge, Ashley Hill, Bristol.

CROYDON HALL

NEAR DUNSTER AND MINEHEAD, WEST SOMERSET, ON THE BORDERING HILLS OF EXMOOR.

FREEHOLD RESIDENTIAL AND SPORTING ESTATE,

IN THIS FAVOURITE DISTRICT.

THE HAUNT OF THE WILD RED DEER, HUNTED BY THE DEVON AND SOMERSET STAGHOUNDS.

500ft. above sea level; one mile from post and telegraph office; three miles from Washford Station on the Taunton-Minehead G.W. Ry., 45 minutes by car or rail from Taunton, whence LONDON is reached in two-and-a-half hours.



The accommodation comprises four reception, eighteen bed and dressing rooms, five bathrooms, and complete domestic offices. In the courtyard are excellent stabling, coach-house, garage, grooms' rooms, and storehouses, two lodges.

BEAUTIFUL GARDENS, including an Italian garden and grounds, are a great feature; walled kitchen gardens, glasshouses, and a productive fruit plantation in full bearing.

THE HOUSE is replete with modern appointments and decorations regardless of cost.

EXCELLENT WATER SUPPLY. ELECTRIC LIGHT.
CENTRAL HEATING. EFFICIENT DRAINAGE.

THE AREA COVERING ELEVEN ACRES.

CROYDON HALL FARM

adjoining is the home farm with modern farmhouse and ample buildings, with

167 ACRES

of good land; the whole lying in a ring fence

The Hall and eleven acres will be Sold separately, or with more land as may be desired, or the Estate Sold as a whole.

In addition to the Devon and Somerset Staghounds, there is hunting with the Quantock and West Somerset Foxhounds and Minehead Harriers. Polo at the West Somerset Polo Grounds at Dunster.

Fishing in the Exe, and a trout stream runs through the Estate. Shooting obtainable. Golf at eighteen-hole links at Minehead and the noted Burnham-on-Sea Links are easily accessible by motor car.

Detailed particulars, views and plans, are obtainable from Messrs. MEADE-KING & CO., Solicitors, Bristol; or of Messrs. C. R. MORRIS, SONS & PEARD, Surveyors and Auctioneers, North Curry, Taunton, Somerset. The valuable antique and modern furniture and effects comprising the contents of "Croydon Hall," will be Sold by Auction early in September.

PRELIMINARY ANNOUNCEMENT.

IN WEST SOMERSET

Amidst enchanting scenery, in the heart of the DEVON AND SOMERSET STAG HUNTING DISTRICT.

A MODERN AND UNIQUE FREEHOLD PROPERTY, embracing a delightfully placed small FAMILY RESIDENCE, splendidly planned; an ideal House for a family wishing to enjoy the grand attractions of the stag hunting and the beauties of Exmoor and the West Country, now known and patronised as the popular residential and fully licensed "DUNKERY HOTEL." Also especially adapted for a PRIVATE RESIDENCE, with gardens, hunting stables, and EIGHT ACRES OF LAND. Situate in an unrivalled sporting centre for hunting, fishing, polo and golf at WOOTTON COURTENAY, about five miles from Minehead and Dunster, near Dunkery Beacon, which will be SOLD by AUCTION by MESSRS. C. R. MORRIS, SONS & PEARD, early in September (unless previously disposed of by Private Treaty). EARLY VACANT POSSESSION can be obtained. Dated, Auction and Estate Agency Offices, North Curry, Taunton, June 16th, 1922.

CORNISH RIVIERA, LOOE.—For SALE, or to be LET, Furnished, for a year or longer, splendidly situated modern, Freehold, fireproof, RESIDENCE, standing in grounds of just over two-and-a-half acres, commanding lovely views of river and woods; contains three reception, eleven bedrooms, two baths (h. and c.), and excellent offices. Possession in September. Price £3,500, without furniture. Rent £300, or near offer.—Apply MARSHALL, F.A.I., Looe.

OXFORD, OXON AND THE COTSWOLDS.

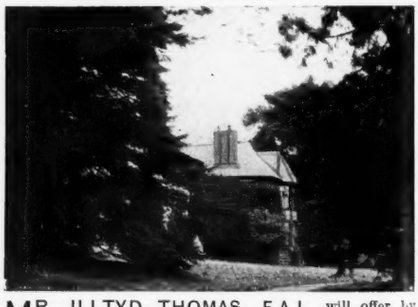
HAMLET & HAMLET, Land and Estate Agents, Valuers, Auctioneers, etc., 6, King Edward Street, Oxford. Medium-sized Country Residences, Farmhouse and Small Holdings specially dealt in.

J. TREVOR, F.A.I.

AUCTIONEER AND LAND AGENT,
has a large number of genuine applicants for
RESIDENTIAL AND AGRICULTURAL PROPERTIES
IN ALL COUNTIES,
and will be glad to receive instructions from Owners desirous
OF
SELLING OR LETTING.
Send particulars with photographs, if possible, to J. TREVOR, F.A.I., 25, Basil Street, Knightsbridge, S.W. 3.

CLIFF END, PETT.—Secluded Sussex Coast BUNGALOW SITES, one to eight acres. Low price. Delightful scenery; private bathing beach.—STEDMAN, 108, Guilford Street, W.C. Museum 913.

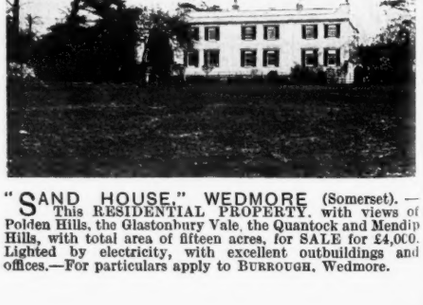
IN THE COUNTY OF RADNOR ON THE BANKS OF THE RIVER WYE, BUILTH WELLS.



MR. ILLTYD THOMAS, F.A.I., will offer by PUBLIC AUCTION, at Builth Wells, at 2 p.m., on Tuesday, June 27th, 1922, THE LLANELWEDD HALL ESTATE, extending to 412 acres, including the fine old Mansion House, "Llanelwedd Hall," with grounds and land of 57½ acres. Also several compact farms or holdings.

Penmaenau	90 acres.
Lower Llanelwedd	81½ ,,
Village	61½ ,,
Station	42½ ,,
Penddol Land	35½ ,,
Groe Farm	9½ ,,

The stretch in the River Wye of about two-and-a-half miles of valuable salmon and trout fishing; the fully licensed premises, The Llanelwedd Arms Hotel; accommodation land, building sites, and well secured ground rents.—Full particulars may be obtained from Messrs. LAMBERT, Solicitors, Edith Walk, Malvern; Mr. GEORGE KEIGHLY, Accountant, High Street, Brecon; or of the Auctioneer, Mr. ILLTYD THOMAS, F.S.I., F.A.I., 17, Quay Street, Cardiff.



"SAND HOUSE," WEDMORE (Somerset).—This RESIDENTIAL PROPERTY, with views of Polden Hills, the Glastonbury Vale, the Quantock and Mendip Hills, with total area of fifteen acres, for SALE for £4,000. Lighted by electricity, with excellent outbuildings and offices.—For particulars apply to BURROUGH, Wedmore.

SIMMONS & SONS

CHARTERED SURVEYORS, VALUERS AND AUCTIONEERS,
39, BLAGRAVE STREET, READING.
Henley-on-Thames and Basingstoke.



PANGBOURNE, BERKS.

375ft. above sea level, facing south; one-and-a-half miles from station (G.W. Ry.), London being reached in one hour.

"UPPER BOWDEN," being an old-fashioned FARMHOUSE, containing two reception rooms, five bedrooms, two attics, bathroom, kitchen with fine old brick floor, tiled dairy, other offices. GREAT POSSIBILITIES FOR CONVERSION INTO A GENTLEMAN'S RESIDENCE; excellent farmbuildings; with or without nearly 20 ACRES of pastureland. VACANT POSSESSION. For SALE by AUCTION on July 22nd.—Solicitors, Messrs. H. & C. COLLINS, 172, Friar Street, Reading; Auctioneers, Messrs. SIMMONS & SONS, 39, Blagrave Street, Reading Henley-on-Thames, and Basingstoke.

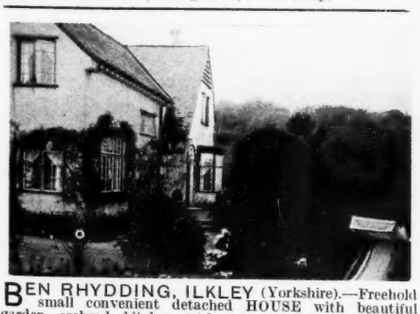


CHANNEL ISLANDS, GUERNSEY.—Delightfully situated Freehold RESIDENCE, containing eight bed and dressing rooms, bathroom, three reception rooms; set well back from the road in beautiful and sheltered grounds of about four-and-a-half acres; stabling; close to sea, educational facilities and golf. Price £4,000.—CECIL CAREY, Advocate, Lefebvre Street, Guernsey.

TO BE LET, Unfurnished (outskirts of Shrewsbury; station, one-and-a-quarter miles; close to church and post office), gentleman's RESIDENCE; three reception rooms, eight bedrooms, bathroom (h. and c.); Company's gas and water; motor house, stables; good gardens and pleasure grounds; paddock of two acres.—For full particulars apply HALL & STEAVENSON, Land Agents, College Hill, Shrewsbury. Telephone 183.

SHROPSHIRE (Baschurch three miles, Shrewsbury nine miles; within reach of meets of three packs hounds).—To be LET, Furnished, for the shooting season, RUYTON PARK, and 2,000 acres of shooting. The House contains sitting hall, four reception rooms, 20 bed and dressing rooms, bathrooms, and ample offices; beautiful gardens and pleasure grounds; magnificent views, high and bracing situation.—For further particulars and orders to view, apply HALL & STEAVENSON, Land Agents, College Hill, Shrewsbury. Telephone No. 183.

SHROPSHIRE (six-and-a-half miles Shrewsbury, two-and-a-half miles Baschurch Station; magnificent position, bracing situation, south and west aspect).—To be LET, immediate possession, gentleman's COUNTRY RESIDENCE, containing four reception rooms, sixteen bed and dressing rooms, bathroom; ample stabling, garage; acetylene lighting and central heating, good water supply; well laid-out gardens; two cottages and about four acres grassland. Shooting and fishing can be obtained in neighbourhood, hunting with three packs.—For further particulars apply HALL & STEAVENSON, College Hill, Shrewsbury.



BEN RHYDDING, ILKLEY (Yorkshire).—Freehold small convenient detached HOUSE with beautiful garden, orchard, kitchen garden, tennis lawn, and garage. House contains entrance hall, kitchen, two sitting and four bedrooms, bathroom and w.c., and the usual domestic offices; gas and electric light throughout; magnificent views over Wharfedale; three minutes from station. Possession on completion.—Apply HARRY R. WEATHERHEAD, Solicitor, Keighley.

SHERWOODS

AUCTIONEERS AND ESTATE AGENTS,
Telephone 205. FOLKESTONE.

FOLKESTONE (near).—To LET, Furnished, COUNTRY MANSION with nineteen bedrooms, three bathrooms, etc.; electric light, telephone; garage for three cars; lovely grounds, tennis; coarse fishing. Available for six months or longer.—Apply as above.

KENT (about 28 miles from Town).—To LET, Unfurnished, on Lease, charming COUNTRY RESIDENCE; three reception, ten bedrooms, two bathrooms; stabling and garage; two tennis courts, two cottages; in all about nineteen acres. Rent £250 per annum.

FOLKESTONE.—To be SOLD, almost adjoining golf links, modern detached non-basement RESIDENCE; three reception, five bedrooms, bathroom, etc.; nice garden and conservatory. Price £2,000. Long Lease, low ground rent.

FOLKESTONE.—To LET, Furnished, charming small HOUSE, just off Leas; three reception, six bedrooms, two bathrooms, etc.; gardens and tennis; well Furnished and decorated. Available for any period.—Particulars as above.



NEIGHBOURHOOD OF ILKLEY (Yorkshire).—To LET, Unfurnished, RESIDENCE, "Greenholme," Burley in Wharfedale, in a beautiful position on the bank of the River Wharfe, including extensive private fishing and boating; hall, four reception rooms, billiard room, conservatory, ten bedrooms, three dressing rooms; electric lighting; garage; ample domestic offices; two cottages; gardens; area five-and-a-half acres. Possession at once. 31 acres parkland with farmbuildings available February, 1923, if required.—ARMISTEAD, 10, Booth Street, Bradford.

£3,250.—COTSWOLDS (six miles Cheltenham).—Tudor FARMHOUSE; twelve rooms, mullion windows, oak beams, open fireplaces; buildings; 53 acres pasture; stream. £3,250; between Cirencester and Stroud; Jacobean HOUSE; twelve rooms; mullion windows, drip stone gutters; buildings; ancient dovecote; 52 acres pasture. Immediate entry both.—DRIVER, Stratton, Cirencester.

GLOUCESTERSHIRE.—For SALE by Private Treaty, that most attractive stone-built Georgian RESIDENCE, known as "Springfield House," Chalford; gas and telephone installed, excellent private water supply; charming lounge hall, three reception, billiard, seven bedrooms, two baths, three lavatories, h. and c. water; large garage, stabling and coach-house; fountain, terraced lawn, kitchen garden (one-and-a-half acres); approached by carriage drive. The Residence is beautifully placed, overlooking the Golden Valley and near the celebrated Minchinhampton Golf Links. Will be Sold at less than half its value to immediate purchaser. Excellent condition. Freehold, possession on completion. Price £2,500 or near offer.—For sanction to view, apply Owner and Occupier, HENRY J. WEAVER, F.C., F.G.S.

TO CITY MEN.

ESSEX.—For SALE (within easy distance of City), exceptionally well-built and fitted Freehold COUNTRY RESIDENCE, standing in very charming grounds of five acres; seven bed, two bath, four reception and billiard rooms, etc. Bargain Price of £8,000.—ALFRED BARNES, LTD., Estate Agents, 15, Montpelier Street, S.W. 7.

FARMHOUSE TO LET, with stables and garden; farmbuildings not let with house; one-and-a-quarter miles from Flitwick Station, Bedfordshire. Eight rooms, kitchen, etc.—Mr. SPENSLEY, Wrotming Manor, Ampthill



NORTHANTS.—For SALE, Privately, an attractive old-fashioned HOUSE, situated in Welton Village, part stone-built and slated and remainder brick and slated, containing dining, drawing and sitting rooms, kitchen, and scullery with water laid on over sink, seven bedrooms, and bath, larder, dairy; wash-house, and usual outbuildings; a capital set of buildings with three boxes and accommodation for 23 cows, harness room, coach-house and wagon hovel, pigsties, etc.; orchard and paddock; the whole containing about 5a. 3r. 15p. The above would make an excellent hunting box; the buildings would convert into accommodation for a considerable number of hunters.—R. IVES, 75, Claremont Road, Rugby.

SELSEY-ON-SEA.—Modern brick-built BUNGALOW RESIDENCE, close to sea; comprising dining room, lounge hall, five bedrooms, bath; gas and Co.'s water; garage; lawn. Freehold. Furnished complete, £2,000.—SWINDELLS BROS., House Agents, Selsey, Sussex.



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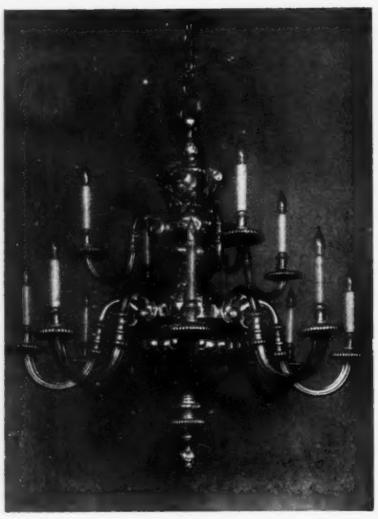
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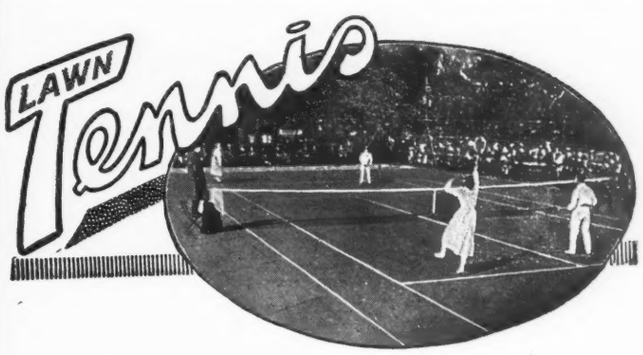
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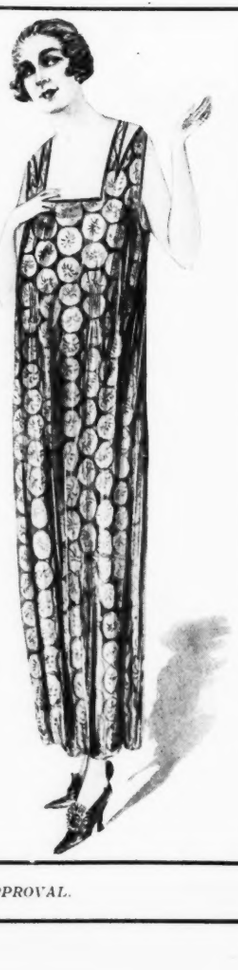
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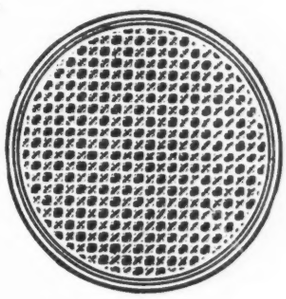
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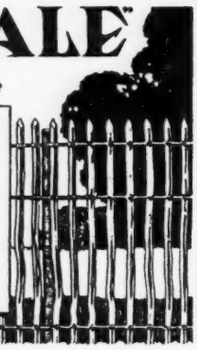
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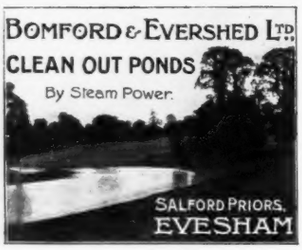
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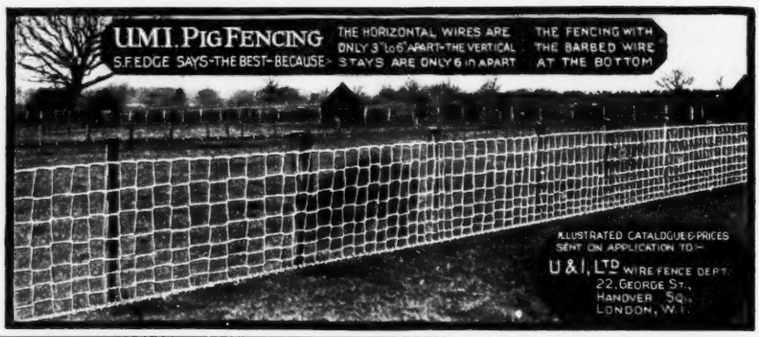
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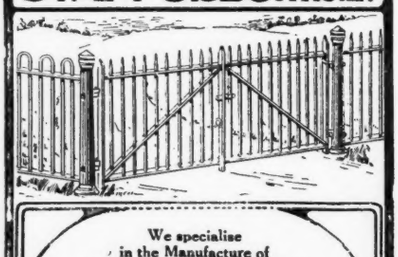
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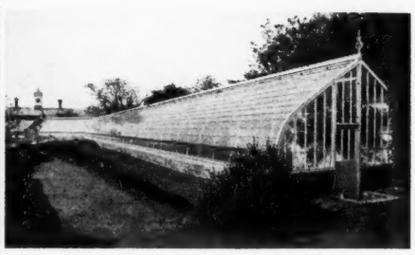
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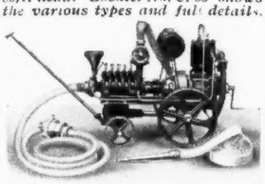


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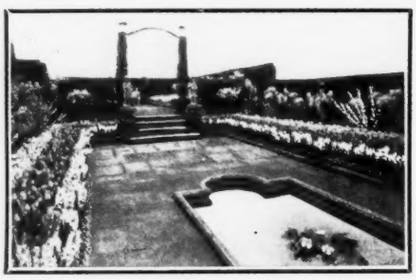
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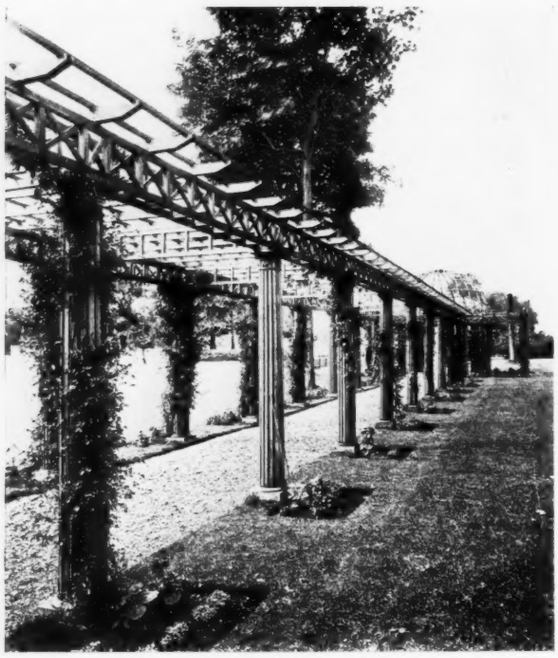
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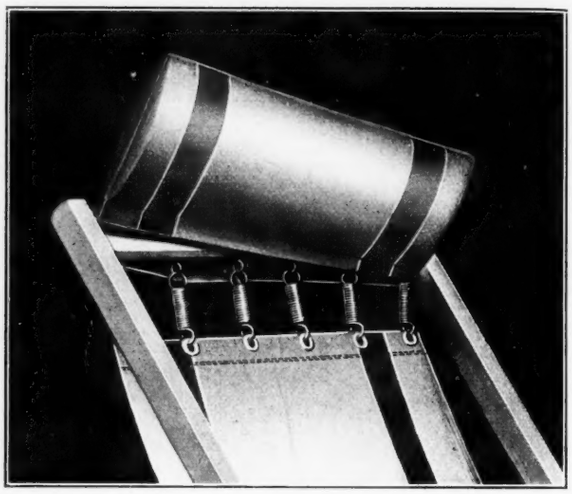
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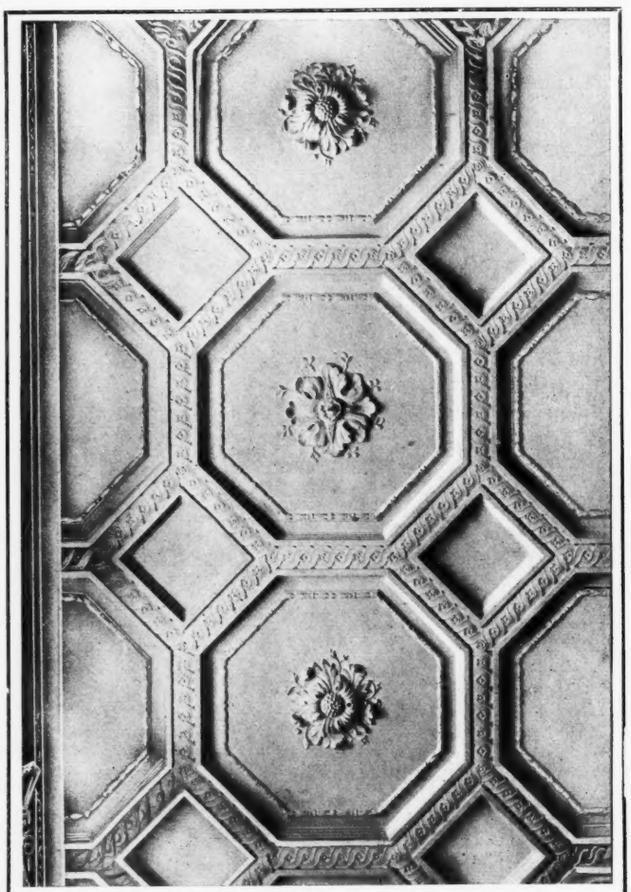
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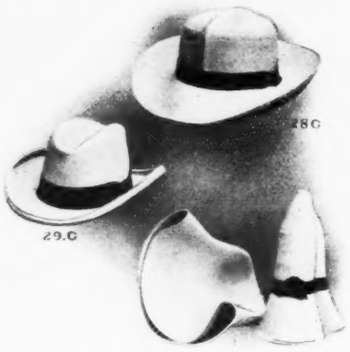
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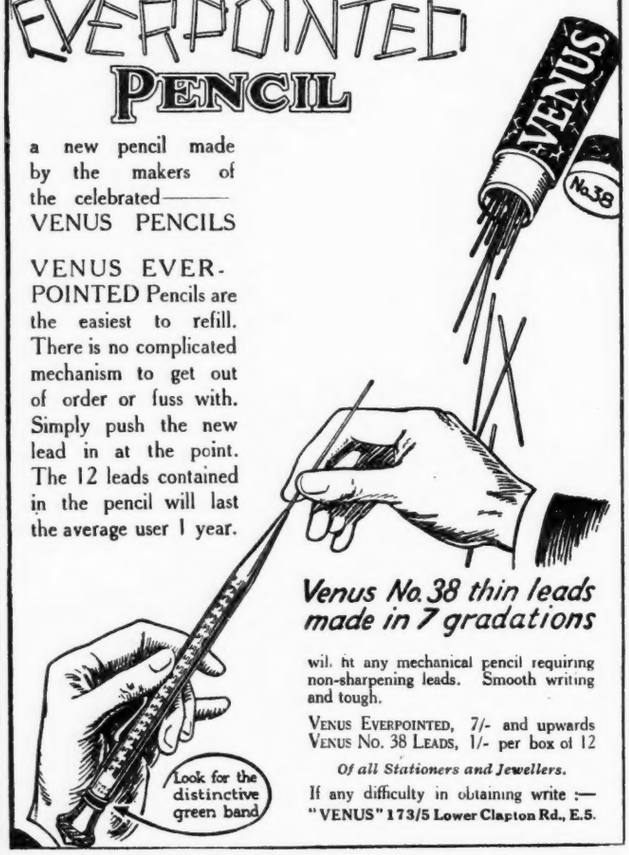
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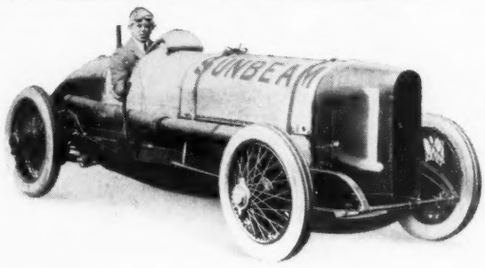
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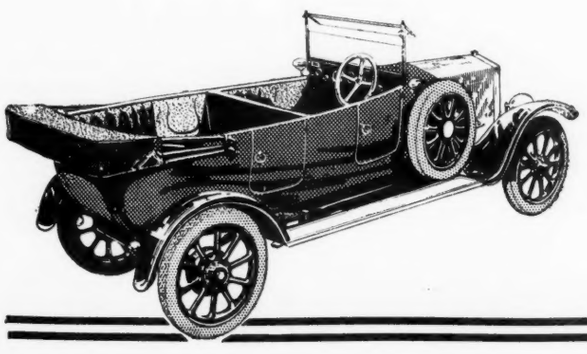
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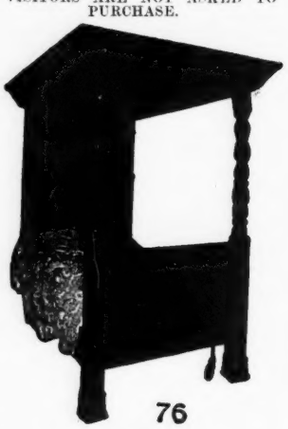
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